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Prepared by
City Planning and Development Department
Kansas City, Missouri



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THE WALDO PLAN

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Ward Pkwy Plaza Neighborhood Association
Southtown Council
Here's Waldo Neighborhood Association
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Ward Parkway Homes Association
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Executive Summary

The Waldo Executive Summary Document is intended to serve as a overview to the area plan. There are 5 subsections:

- * Waldo Overview;
- **✗** The Major Issues;
- Relationship with the City's Master Plan;
- * Proposed Land Use;
- * Implementation.

Waldo Overview

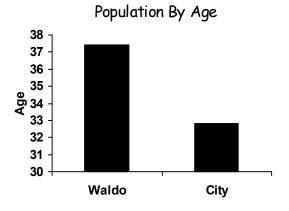
This executive summary includes a brief description of existing conditions in Waldo (demographic trends and major issues), an explanation of the Waldo Area Plan's relationship with the City's Master Plan, a summary of the proposed land use with an accompanying map, and an implementation matrix which describes steps necessary to achieve the 'big picture'.

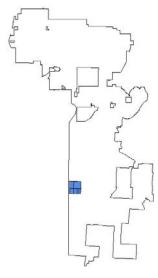
EXISTING CONDITIONS



<u>Age:</u>

Waldo's median is higher than Kansas City's: 37.4 years versus 32.8 years.

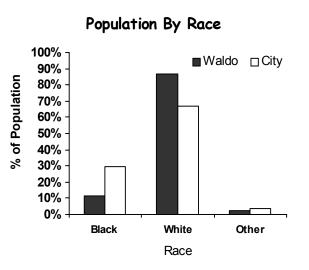




Waldo Area Planning Boundaries:

North: Gregory Boulevard South: 85th Terrace East: Troost Avenue West: State Line Road

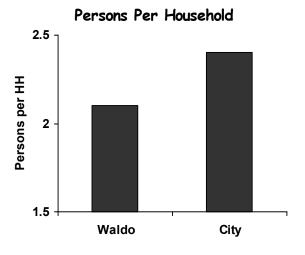






Race:

Waldo's diversity is much lower than the City's: 13% versus 33% non-Anglo.



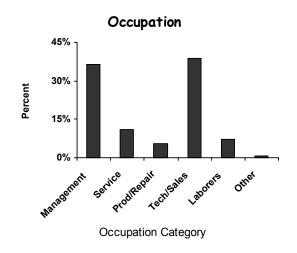
Household Size:

Waldo's average is lower then the City's: 2.1 versus 2.4 persons per household.



Occupation:

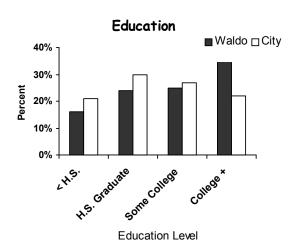
Waldo has more residents employed in the 'technical, sales, administration', rather than the 'management' category.





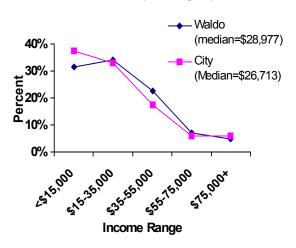
Education:

Waldo is more highly educated than the City: 35% versus 22% have a minimum of a Bachelors degree.





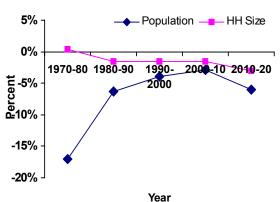
Income by Category



Income:

Waldo has a slightly higher median income than the City as a whole.

Waldo Area Projections



Projections:

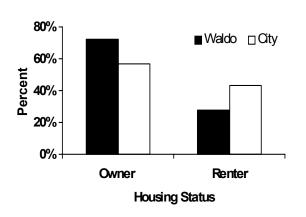
Waldo's population & household size are expected to decline through the year 2020.



Housing Tenure:

Waldo's percent of housing stock that is owner-occupied is much higher than the City norm: 72% versus 57%.





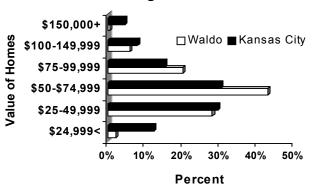




Housing Value:

Waldo's housing is not only older than Kansas City but also has a higher median value.

Housing Value





A City Bus on Wornall

The Major Issues

1. Transportation, Circulation and Infrastructure Problems

Incremental decisions in Waldo have created a patchwork of public transportation improvements. This incrementalism has, in the past, created traffic circulation patterns which do little to tie capacity to demand or offer connections between various forms of transportation. There is no integrated multimodal transportation network in the area. The effects of the historic lack of a comprehensive transportation policy have become apparent in the Waldo planning area in the last several years in various ways: poor access to commercial property, a perceived lack of adequate parking, difficult interior circulation during certain times of the day, frequent curb cuts, devaluation of the area for residential use, and danger to children playing or going to and from school.

Basically, there are two approaches available to a City to solve transportation problems - *increase* the *capacity* of the transportation system or *reduce* the *demand* upon it. There are number of ways of reducing the demand

upon the transportation system. In Waldo, the only demand is upon the street network, since there is no rapid transit currently in place and the bus system is not operating at full capacity. The plan recommends several methods by which the traffic carrying-capacity in Waldo can be improved.

2. Urban Design Issues (signage aesthetics, etc.)

The major elements contributing to Waldo's sense of place and forming the urban character of the area include quality neighborhoods, the transportation network, and distinct urban commercial hubs and strips. These strong urban elements contribute to the character and ambiance of the Waldo area. It is this collective value of Waldo's character that this plan seeks to reinforce as Waldo continues to evolve. Towards this end, urban design guidelines are recommended as part of this plan and can be found in the Appendix.

3. Unwanted Land Uses (liquor licenses, etc.) Approximately 90% of the land use in Waldo is dedicated to neighborhood residential use. Some types of land use are not compatible with residential use. These include some types of

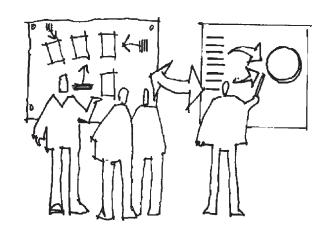
commercial and industrial uses, adult-oriented uses, and intensive entertainment type of uses. The adoption of this plan would put in place mechanisms to help protect neighborhoods from undesirable land uses. With a formal area plan approved, rezonings could be evaluated for compliance with the aopted plan, including urban design guidelines.

The demographic trends, major issues analysis, and review of other existing conditions assist in forming the basis for the recommendations for the plan and it's relationship with the City's Master Plan.

Relationship With The City's Master Plan

Since the *Waldo Area Plan* is the first opportunity to integrate concepts from Kansas City's new master plan, FOCUS (Forging Our Comprehensive Urban Strategy) Kansas City, it is important to conceptualize the how the initiatives and recommendations contained in FOCUS can be applied in an innovative and proactive manner. Based on the FOCUS

initiatives, two development scenarios have been prepared for Waldo which contain objectives from the recommendations in the existing conditions section of this plan. These conceptual scenarios are not meant to be mutually exclusive but rather evolutionary in nature. These pictures provide the framework for and reinforce the proposed land use offered in the section following the scenarios. All the scenarios are based on five physical elements: 1)quality neighborhoods, 2) a neighborhood pedestrian mixed use zone, 3) a neighborhood auto-oriented mixed use zone, 4)a regional auto-oriented mixed use zone, and 5) key linkages between the elements mentioned above. The pedestrian and auto-oriented areas each have their own specific set of urban design guidelines that are aimed at creating a unique sense of place in each zone. The main way that each picture differs is in the way each one draws all the physical elements together - its key linkages (#5).

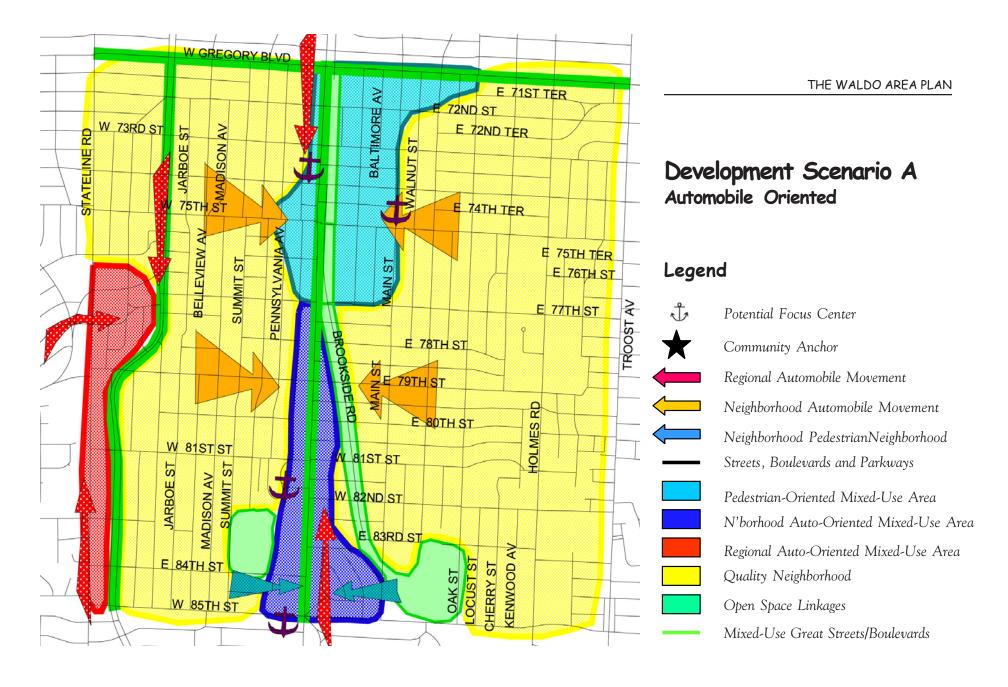


Development Scenario A Automobile Oriented

Increasing the efficiency of the current transportation system is the main goal of this development scenario based on the 'Connecting Corridors' building block. This can be accomplished through improved transportation management and without widening streets which have no room to expand. The primary mechanisms on which this scenario functions is improved signalization, signal coordination, contra-flow or reversible lanes, and high-occupancy vehicle (HOV) lanes; in order to make the traffic flow more efficient, rather than speed it up.

Development Scenario B Pedestrian/Transit Oriented

Multi-modal transportation that puts an emphasis on pedestrian connections and public transit is the main goal of this development scenario based on the 'Moving About the City' building block. The primary focus of this development scenario emphasizes connections - connecting people to places, people to each other and our past to our future. The 'Quality Places to Live and Work' building block provides strategies to ensure that development in Waldo will create a good relationship between Waldo residents and the various physical elements in Waldo, including pedestrian and auto-oriented mixed use areas, buildings, parking, community gateways, Great Streets, community anchors, and open space. Transportation systems in neighborhoods should be designed to include a balance of public transit, pedestrians, bicycles and automobiles.



Development Scenario B Pedestrian Oriented

Legend

 $\mathring{\mathbb{T}}$

Community Anchors

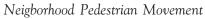


Potential FOCUS Center





Neighborhood Automobile Movement



Streets, Boulevard and Parkways



1/4-Node Pedestrian Develop. Zones

Transit Corridor

Pedestrian Oriented Mixed-Use

N'hood-Auto-Oriented Mixed-Use

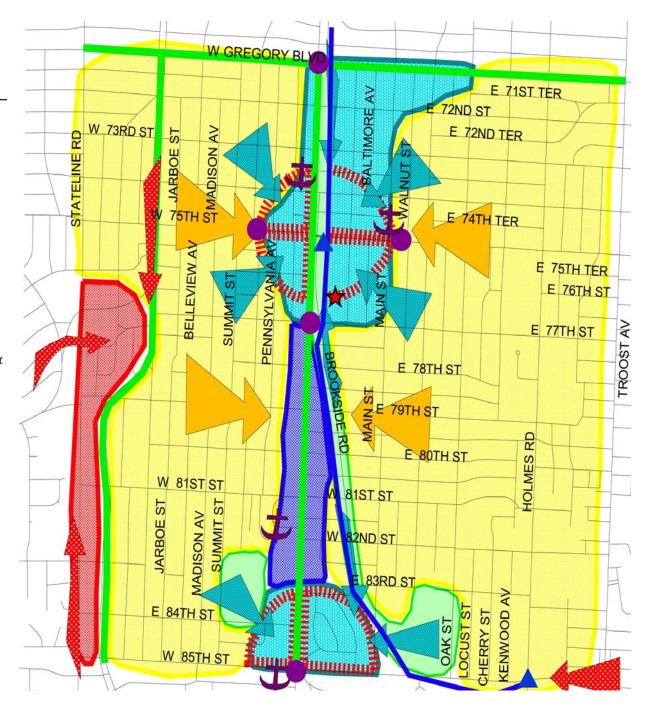
Regional Auto-Oriented Mixed Use

Quality Neighborhoodsr

Open Space Linkages



Multi-Modal Transit Center Gateways



Proposed Land Use

The conceptual pictures painted in the preceding section, along with the existing land use patterns, provide the basis of proposed land use in Waldo. Recommended land use for Waldo can be summarized by the following:

- ✓ The predominant land use recommendation for the Waldo area is low density residential, reflecting the historic development patterns in the area.
- ✓ Commercial land use, including retail and office categories, is recommended generally along the Wornall corridor, the west side of Troost, dispersed along State Line between 75th and 85th, with some limited commercial use recommended along Gregory, 75th and 85th Streets.
- ✓ Public/Semi Public and Park land uses are recommended generally not to change.

✓ Mixed Use Development - residential/ commercial is recommended northeast of the 85th Street intersection, and Mixed Use Development - commercial/light industrial is recommended between Wornall and Brookside Road around 79th Street



Proposed Land Use

Legend

Streets, Boulevards and Parkways

Low Density Residential

Low-to-Medium Density Residential

Medium Density Residential

Retail/Office

Public/Semi-Public

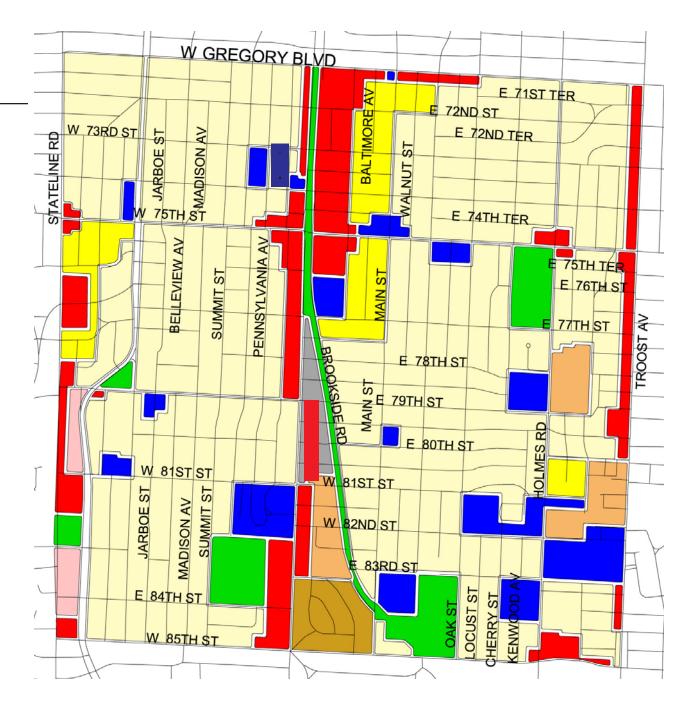
Parks

Office

Mixed Use Development-Residential/

Mixed Use Development-Commerical/

Light Industrial



Implementation Matrix

The proposed land use, design guidelines, development concepts, and other plan recommendations can be implemented through

the matrix action steps below, which are organized by FOCUS building block concepts. Organizational responsibilities and time frames are offered as part of the entire implementation picture.

Action Steps		Re ✓= x =8	Time Frame = Fits Category					
	City	Local Civic Business Organizations	Neighborhood Organizations & Residents	Private Developers	Partne rs hips	Short Term	Long Term	Ongoing
Quality Places to Live & Work								
Maintain and enhance existing mixed use corridors by completing a study that analyzes funding mechanisms for public improvments.	×	×			√			•
Strengthen and reinforce viable mixed-use centers.	×	×		×	✓			
Develop and enforce urban design guidelines to promote physical connections and a sense of place in mixed-use districts.						•		
Improve pedestrian signalization in pedestrian zones and around high traffic zones, such as schools	✓							

Action Steps		Responsibility = Primary Responsibility = Secondary Responsibility						Time Frame = Fits Category		
		Local Civic Business Organizations	Neighborhood Organizations & Residents	Private Developers	Partners hips	Short Term	Long Term	Ongoing		
Neighborhood Livability										
Work with the School Board and local organizations to prepare a redevelopment/reuse plan for Bingham Junior High Schools.	×		×		✓	•				
Assist local organizations with the Public Improvement Advisory Council (PIAC) application process and use the Community Infrastructure Committee (CIC) Report criteria to prioritize capital improvements.	×	✓	✓					•		
Complete Neighborhood Assessments.	×	×	×		✓		•			
Encourage beautification and redevelopment of vacant lots, houses, and public areas through various programs.	×	✓	×					•		
Integrate zoning and land use categories to allow for a greater mix of uses.	✓						•			
Encourage neighborhoods and business owners to downzone in places where zoning and land use are not in conformance.	✓	×	×					•		
As opportunities arise, downzone commerical spot-zones in residential areas.	✓	×	×					•		
Aggressively market neighborhoods through local media strategies and local Realtors.		×	×		✓		•			
Enforce guidelines to protect neighbors from unwanted land uses.	✓									
Market the 'Heritage Neighborhood' designation after its establishment.	1	×					•			

Action Steps		Responsibility = Primary Responsibility Secondary Responsibility						Time Frame = Fits Category		
	City	Local Civic Business Organizations	Neighborhood Organizations & Residents	Private Developers	Partners hips	Short Term	Long Term	Ongoing		
Neighborhood Livability (continued)										
Increase public awareness of heritage and preservation issues, programs, and tax credits.	✓	×						•		
Campaign to involve absentee owners, as well as renters, as a part of the neighborhood/homes assocation.			✓				•			
Develop a property management cooperative that employs the skills of local residents to provide services to landlords and residents in the neighborhood.		×	~				•			
Explore the potential for capable community development corporations, neighborhood organizations, or other nonprofit organizations to participate in administering the Minor Home Repair program activities in their perspective areas.		sc	×		~	•				
Promote the development of infill housing by encouraging the quick transfer of Land Trust properties, vacant lots and structures to responsible owners.	×		*		✓			•		
Promote and utilize the "Vacant Lot Beautification Program" to improve vacant lots that have become a public nuisance.	1						•			
Implement and expand Clean Sweep Program	✓	×	×							
Enforce criteria for issuance of liquor licenses.	✓	×						•		
City Life										
Create public use focal points in mix use areas.	✓									
Enhance gateways into Waldo to create a unique sense of place.	✓	×								
Target Incentives to encourage public-private partnerships in mixed-use areas for public improvements.	1	×	×		✓		•			

Action Steps		Responsibility = Primary Responsibility = Secondary Responsibility						Time Frame = Fits Category		
		Local Civic Business Organizations	Neighborhood Organizations & Residents	Private Developers	Partners hips	Short Term	Long Term	Ongoing		
FOCUS Centers and Community Development Catalysts										
Develop a FOCUS Center in Waldo.	×	×	×		✓		•			
Reinforce and strenghten community development catalysts.		✓	✓					•		
Encourage businesses to become more involved.		✓	✓					•		
Competitive Economy										
Educate business owners about special incentives/programs (i.e. Facade Rebate Program)	✓	×						•		
Promote Neighborhood scale business investment in area.	×	✓								
Proactively encourage commercial rehabilitation of vacant commercial or office structures.	×	×			✓			•		
Encourage use of the Community Impact Analysis Process once it is established.	✓	×					•			
Connecting Corridors and Moving About the City										
Implement the recommendations regarding water, sewer, and transportation improvements.	✓			×			•			
Improve parking access and facilities where needed.	✓			×						
Create and encourage pedestrian amenities.	×			✓				•		

Action Steps		Responsibility = Primary Responsibility = Secondary Responsibility						Time Frame • = Fits Category		
7 2 3 2 5 P 3	City	Local Civic Business Organiz- ations	Neighborhood Organizations & Residents	Private Developers	Partners hips	Short Term	Long Term	Ongoing		
Connecting Corridors and Moving About the City (continued)										
Require traffic impact analyses as development occurs that includes all modes of tranportation.	✓							•		
Encourage the development of a fixed public transit corridor.					✓			•		
Undertake comprehensive traffic studies and develop access control plans for major existing and emerging corridors.	✓						•			
Assist in the development of more dense catalytic development along Wornall Road and at key mix use centers.	×	×	*	*	✓		•			
Complete a 'corridor preservation' study on Wornall Road corridor which analyzes parking, access control to adjacent land uses, signalization, multi-modal circulation, and infrastructure needs and costs.	✓	*	*		*	•				
As part of the Wornall study, analyze and develop funding mechanisms for public and private development.	✓	×			×	•				
Also as part of the Wornall Study, analyze the need and feasibility of a Special Review District.	✓	×			*	•				
Complete a traffic study along 79th Street from Ward Parkway to Wornall in order to assess the need to make traffic improvements to 79th Street.	✓	×	*				•			
Complete an access and capacity study along Troost to determine how to increase acces and capacity while maintaining the viability of all modes of transportation.	✓	*					•			
Complete a follow-up study of the Ward Parkway Corridor Study to determine what improvements have been completed.	✓						•			

Chapter 1: Introduction

The next section provides background information about the Plan and the areas relationship to other planning documents. There are five subsections:

- **x** Location
- * History
- * Purpose of the Plan
- × FOCUS Relationship
- × Relationship With Other Plans

Location

The Waldo Planning Area is generally located in the southern portion of Kansas City within the I-435 Loop adjacent to the Missouri-Kansas state line. It is bounded by Gregory Boulevard on the north, State Line Road on the west, 85th Street on the south, and Troost on the east.

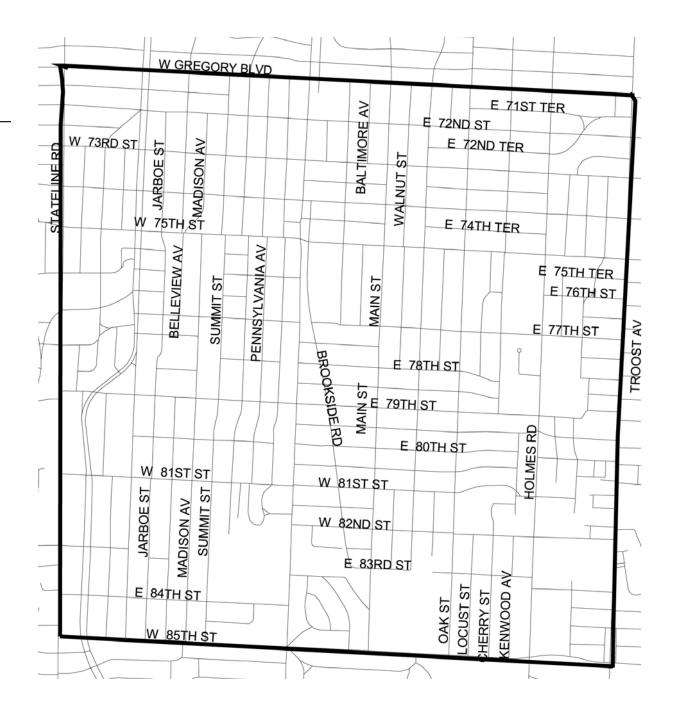
The area is generally dominated by residential land uses. The majority of this is single family residential with a small percentage of multifamily mostly located on the eastern portion of the planning area, and some along Wornall, the major north-south arterial. Most of the commercial development is clustered along Wornall Road. State Line Road and Troost also share some of the economic activity generated by commercial and office development. The only industrial land use is located in a mixed land use area in the central part of the planning area along Wornall. Parks and institutional uses are mixed more evenly throughout the area and there are several planned development units in the southern part of Waldo consisting of office, commercial, and/or residential development.



Waldo Area Planning Boundaries:

North: Gregory Boulevard South: 85th Terrace East: Troost Avenue West: State Line Road

Waldo Planning Area



History

In 1828, Dr. David Waldo purchased one thousand acres when the federal government was encouraging settlement of the recently acquired Louisiana Purchase land. The property was on both sides of what is now Wornall Road, extending from 63rd Street to 75th Street. Dr. Waldo maintained a farm on part of the land, and he and his brothers also planted a large walnut grove in the 1840's around 63rd and Walnut. As the land was largely treeless in those days except along the streams, the walnut grove was a well-known landmark. In addition to being a practicing physician, Dr. Waldo engaged in a number of business enterprises, including a flourishing trade over the Santa Fe Trail. He and several partners operated a stage line that had a contract with the government to carry mail to Santa Fe. The town of Waldo essentially grew up at the southern edge of Dr. Waldo's land as a result of this commercial activity.

In 1844, John B. Wornall came from Kentucky and bought 494 acres of land adjacent to Dr. Waldo's for \$2,500. He built a four-room log house near what is now 61st Street Terrace and Wornall Road. In 1858, the Wornall family built a substantial brick mansion some 200 feet north of the original cabin. The family still owned most of the original land when J.C. Nichols bought it for the Country Club District in 1908. The Wornall home is today designated as a Historic Landmark and is maintained as a museum by the Jackson County Historical Society.

In the 1860's, a rail line was built between Westport and Dodson to the south, with Waldo as a main stop. This line, the Westport-Dodson Interurban Transportation Line, was a key element in making Waldo a successful commercial area. In the late 1880's, the community developed as an entertainment mecca, with a race track and later an assortment of bars, dance halls, and honkeytonks. Later, Tootie Clarkings', The Mayfair, and Mary's Place served as gathering places for swingers during the early 1900's.



The Waldo monument marker at the corner of 75th Street and Wornall Avenue

Into the 1900's, Waldo was quickly developing as a suburban residential area for Kansas Citians who wished to escape the urban pressures of the city. Small businesses sprouted up to provide basic goods and services for the suburbanite Waldo residents. Some of the first stores in the area were the Croner Grocery Store and the Stewart Blacksmith Shop. Soon other businesses established themselves to form the nucleus of the Waldo Shopping District: Milgram grocery store chain, Murphy Drugs, and Milan General Store.

The Kansas City government officials realized the value of the Waldo area and in 1909 extended the Kansas City limits south to 77th street in order to take in the economic benefits of the burgeoning business establishments at the 75th and Wornall intersection. Later, in 1947 the City limits were extended further south down to 85th street, taking in all of what is now considered the Waldo Planning Area. The photo below dates back to 1967 and shows the variety of stores at the 75th and Wornall intersection at that time.

During the 1950's, area businessmen joined together to promote a weekly event known as 'Waldo Wednesday'. This was a day of special bargains in the local stores. Free tickets to the local movie theater were given away with purchases, and free public transportation was provided by the merchants. This marketing tool was very successful for area merchants, increasing revenues for local merchants by 25%.

Waldo has historically developed and evolved with varying modes of transportation. First, it was the Santa Fe Trail around which commerce was introduced into the area. Then the rail line brought goods for the suburbanite settlements in the area. Now Waldo must primarily rely on customers who are automobile dependent. Waldo's history of development around nonautomobile forms of transportation has created the predominant pattern of commercial development in Waldo along primary arterials with businesses being oriented toward the street with very little setback. Due to this pattern of development, Waldo has developed traffic congestion and vehicular safety issues as transportation patterns shifted to the automobile.

Purpose of the Plan

Waldo's residents, business leaders, neighborhood groups and public officials have wrestled with development issues and problems within and adjacent to the Waldo area for several years. They have done this without the benefit of a current plan or policy statement to guide their efforts. Waldo has not had a strategic planning initiative since 1980 when the Waldo plan was approved by City Planning Commission. The foundation of the planning process in this grass-roots initiative is to encourage citizen groups to assist in developing realistic goals and objectives and, ultimately, have a better understanding of their role in plan implementation.

This plan represents a partnership between the Waldo Area Business Association (WABA), Southtown Council, Ward Parkway Homes Association, Tower Neighborhood Association, Rockhill Manor Neighborhood Association, Here's Waldo, the City Planning and Development Department, and many others. These organizations have displayed a heartfelt concern and untiring dedication to improving their community and, in turn, improving the future of all Kansas City neighborhoods.

Waldo is a neighborhood-friendly and stable residential area that played a major role in the early growth and development of the Kansas City Metropolitan Area through its early role as trolley-line destination for suburban shoppers. The City Planning and Development Department undertook the preparation of this plan to help maintain the quality and character of the Waldo area and to ensure that redevelopment respects the important history, commercial character, and residential integrity that already exist in the Waldo area. Strategies for future development are outlined within this plan so that new development will contribute to the existing environment.

The City Planning and Development Department's role is to respond to current development interest and neighborhood issues by updating existing city plans. The issues that should be addressed when updating these plans include land use, urban design, infrastructure, open space, multi-modal traffic circulation and historic preservation. The Waldo Area Plan:



The Waldo Neighborhood Assessment

"the main objective of the plan is to provide an action program for orderly development." Responds to needs and concerns raised by Waldo residents and the business community by incorporating these issues into goals that guide the planning process for the Waldo area.

Undertakes a comprehensive analysis of the effect of changes in the demographic structure of the population, housing stock, environmental features, infrastructure, and land use.

Analyzes Waldo's unique urban design characteristics/features and establish planning and urban design recommendations which the staff of the City Planning and Development Department, the City Plan Commission and the City Council can use to evaluate future development proposals for the entire Waldo area.

Utilizes these analyses to make planning recommendations about future development for the entire Waldo area and outline implementation options.

Goals of the Plan

During the planning process, many changes were taking place within and adjacent to the planning area: the ATA Trail was being constructed; major redevelopment was happening at 75th and Wornall; and several schools were slated for closure or restructuring. More long term patterns of change, such as changes in the transportation patterns, land use and life styles of people, have also been identified. The plan for the area must, therefore, be examined in light of these changing conditions and the objectives of the plan should be directed towards an action program to guide orderly development and redevelopment of the planning area. The goal of the Waldo Area Plan is to conserve the outstanding amenities of the Waldo area, such as the vitality of the shopping area and the stability of the residential neighborhoods, while accommodating growth and change. Through this goal, the main objective of the plan is to provide an action program for orderly development.

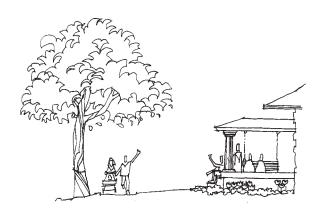
Citizen groups, neighborhood organizations, business groups and others participated throughout the planning process to achieve this goal. They assisted in establishing goals, objectives, and policies for the Waldo planning area. Their efforts and interests resulted in a realistic plan for the area. The Waldo Area Business Association and City staff held focus sessions with these organizations from 1995 to 1998. The results of these meetings form the basis for the goals, objectives, specific areas of analysis, and recommendations of this plan.

When participants were asked what they would like people to say about Waldo, responses revolved around several different themes. Participants wanted people to view Waldo as having a small town feel with a specific sense of historic place. This quality of life translates into healthy commercial areas living in harmony with stable quality neighborhoods, where both areas are clean and safe (crime-free). In relation to this, the quality of commerce was quite important to Waldo's reputation. Participants identified several items that helped create a high-quality urban business community: Waldo's central location in the city, family owned long-lasting businesses,

significant customer traffic, wide variety of products, customers do not have to travel far to shop, good economic customer base, good eating establishments, and few bars/drinking establishments. Finally, participants in the focus sessions also wanted people to view Waldo as a very desirable place to establish a home. They identified several assets that help reinforce this issue: strong neighborhood associations, stable housing, great place to raise a family, anchored with good churches and schools, strong parochial and private schools, and friendly courteous people who are economically, ethnically, and generationally diverse.

FOCUS Relationship

The City's strategic and comprehensive plan is called FOCUS Kansas City (Forging Our Comprehensive Urban Strategy). The FOCUS planning process began in 1992, and involved over 2,000 volunteers contributing over 30,000 hours to design a clear vision for Kansas City. Under the sponsorship of the Mayor and City Council, a citizen led FOCUS Steering Committee guided an innovative citizen-participation process that resulted in a new plan for the City of Kansas City, Missouri.



The Plan is divided into two sections: The Policy Plan and The Strategic and Comprehensive Plan. Adopted by the City Council in 1994, FOCUS Phase I: The Policy Plan introduces a vision statement which recognizes people as the highest priority in Kansas City. Public policy and private sector decisions should revolve around their impact on the quality of life of all Kansas Citians. The vision statement, included below, emerged as a powerful statement of inspiration from the citizen involvement process.

"We, as Kansas Citians, envision our city as a people-centered community. From economic development to the readability of street signs, we consider people first. Kansas City shapes and guarantees its future by examining first and foremost the impact of every decision on future generations.

We, as Kansas Citians, are full of hope. We demonstrate this hope through our investment in our families, our homes, or neighborhoods, our schools, our businesses and our city."

In Phase II, seven distinct but interwoven component plans were developed to detail the action steps needed to make the FOCUS vision a reality. The seven component plans were adopted by the City Council in 1997. Each one, except **The Northland Plan**, contains aspirations, initiatives, and applications that are applicable to Waldo. The plans are described briefly below:

The Citywide Physical Framework Plan provides strategic land use planning guidelines, addresses the future character of growth, development and redevelopment as well as capital needs of the City. Aspirations on enhancing natural features, encouraging multimodal transportation, promoting an efficient utilities system, and strengthening development patterns, provide a basis for all the plans that follow.

The Neighborhood Prototypes Plan recommends specific actions to improve Kansas City neighborhoods and encourage resident partnerships in determining their future and delivery of city services. This plan identifies aspirations for neighborhoods that recognize connectedness, identity, and responsiveness. A unique neighborhood assessment process helps citizens target city services and specific strategies to their distinct requirements.

The Preservation Plan highlights the importance of Kansas City's rich legacy of landmark structures, historic neighborhoods, and archeological resources that make our city a special place. This plan recognizes goals for preservation to be identifying historic assets, utilizing assets economically, streamlining the regulatory process, increasing historic awareness, and utilizing history to promote tourism. Strategies on transportation, urban design, capital improvements, and tourism complete our vision of the future from a preservation perspective.

The Urban Core Plan includes inventive strategies for central city neighborhoods, downtown, the Central Business Corridor, and plans for economic development, jobs, capital improvements, public transit and neighborhood livability. Strategies for the location of cultural facilities, marketing the urban core, revitalizing and sustaining neighborhoods are outlined in this plan. This plan calls for linking activity centers, reaffirming neighborhoods, promoting life-long learning, creating great streets, enhancing urban amenities, recognizing culture as commerce, maintain city cleanliness, attracting good businesses, citizens, and jobs.

The Northland Plan targets investment strategies to maintain our existing neighborhoods, and encourages development where public facilities (water, sewer, streets) already exist. Protecting the natural environment and current character of the Northland are fundamental to the plan. Specific transportation improvements are recommended to improve east-west traffic, extend the boulevard system north of the river and create pedestrian and bicycle friendly throughways.





City Councilman Jim Rowland discusses issues with a citizen.

The Human Investment Plan outlines recommendations related to life long education, retaining and encouraging diversity, equipping citizens for the changing work environment, job retention and expansion strategies, programming for stimulating interest in culture and the arts as well as practical life skills for Kansas City's youth, and enhancing Kansas City as a place of excellence, creativity, celebration and unity. This plan aspires to create a city where people are healthy, productive, caring, and civil.

The Governance Plan sets out specific strategies for improving city services, establishing and maintaining the financial health of the city, strengthening metropolitan cooperation and political and organizational restructuring to insure implementation of the FOCUS initiatives. This plan contains initiatives and applications that encourage Kansas City to aspire in several different areas: city finance, city management, regional leadership, and citizenship.

The actions and initiatives of the seven component plans of FOCUS are linked

through twelve interconnected strategies. These strategies, called the FOCUS Building Blocks, provide us with a guide for directing decisions, investments and community action in Waldo for the next 25 years. The following summary explains how the FOCUS Plan, through its twelve Building Blocks, relates to the Waldo Area:

Citizen Access and Communication - Communication and access to information are

critical elements for engaging citizens and making connections between citizens, businesses and government. This Building Block includes initiatives that will make information available and accessible to citizens. thus increasing communication between citizens, businesses and government. Creating a comprehensive directory of city services is an initiative from this Building Block that is applicable to the Waldo area. In addition, an expanded City Communications Office will begin to disseminate important information to neighborhood and homeowners associations, block clubs and other organizations wishing to receive information from the City. Such information includes meeting times and places,

dockets for City Plan Commission, Board of Zoning Adjustment, Landmarks Commission and other boards and commissions having decision-making authority over matters important to the Waldo area.

City Life - Culture and entertainment enrich the quality of life in Kansas City. This Building Block recognizes the importance of culture and entertainment in our city. By creating excitement and celebrating our diversity, "City Life" represents our strategy for making Waldo a unique and urbane place. This Building Block would be the basis for encouraging street festivals and identifying cultural hubs and places of entertainment which benefit the residents of the Waldo area.

Community Anchors - Businesses and organizations contribute to the identity, stability and growth of the neighborhoods that surround them. A "Community Anchors" program is our long range strategy for ensuring the well being and success of neighborhoods, businesses, and organizations which work together in a cooperative manner. "Community Anchors" provide a variety of benefits including

professional services, employment opportunities, community investment, and sponsorship of community activities.

Competitive Economy - The Competitive Economy building block outlines strategies for providing Kansas Citians with the opportunity to thrive and succeed in a rapidly evolving and highly competitive economic system. Employment training, education, transportation, incentives, and balanced business retention and assistance activities are some of the components of Kansas City's economic strategy.

Connecting Corridors - Corridors link people, places, and activities. Beyond the physical connections, corridors also link ideas, history, and culture. A single type of corridor cannot provide all of these connections. This Building Block includes a "corridor concept" that serves as a guide for the development and improvement of the various existing and future corridors in Kansas City. Such 'connecting corridors' in Waldo, would include Wornall, Ward Parkway, and the ATA rapid transit ROW.



Businesses like Waldo hardware serve as community anchors to the area.

FOCUS emphasizes connections - connecting people to places, people to each other and our past to our future.

FOCUS Centers - FOCUS Centers are a way of providing citizens with information and services at the neighborhood level. Through partnerships between the city, businesses, anchors and community groups, FOCUS Centers will provide the services and information citizens in Kansas City need and demand.

Healthy Community - The Healthy Community building block recognizes that people cannot achieve their full potential when they encounter health problems, homelessness, racial intolerance, and other barriers. "Healthy Community" incorporates "partnership" and "prevention" as strategies to make people in Kansas City productive and caring.

Investing in Critical Resources - Commitment of resources and investments in basic and essential services is one of the highest priorities for Kansas City. This building block outlines the city's fundamental responsibilities. These are: to protect the lives and property of Kansas Citians, to be responsible stewards of the public's capital assets, and to safeguard the natural environment.

Life Long Learning - Life long learning provides strategies providing people with learning opportunities throughout their lives. By focusing on people at all stages of their lives, life long learning ensures that Kansas City will become the capital of "Citizens Involved in Learning."

Moving About the City - The ability to move people and goods throughout the city, and to connect all locations within the city is essential to the economic, social, and cultural success of Kansas City. The "Moving About The City" building block represents our transportation strategy and emphasizes reliability, efficiency and choice. Incorporating pedestrian-friendly amenities into new development and development of a light rail transit corridor along the ATA right-of-way are ways to reinforce this in Waldo.

Neighborhood Livability - Livable neighborhoods connect people both physically and socially. A neighborhood's physical character, its residents and its history give it identity and make it unique. In a livable neighborhood, the houses are in good

condition, the residents are healthy, productive, and responsible citizens, the physical infrastructure is in good condition, and services are readily available and accessible. These and other characteristics of a livable neighborhood are addressed in this building block.

Quality Places to Live and Work - The physical development of the city is related to people, their needs and the character of Kansas City. This Building Block provides guidelines to ensure development in the city will establish a good relationship between Kansas Citians and the various physical elements of the city, including residential and commercial areas, focal points, activity centers, landmarks, corridors, waterways, and others.

FOCUS emphasizes *connections* - connecting people to places, people to each other and our past to our future. If Kansas Citians can act as one connected city with an optimistic vision, a unifying strategy and clear action steps, the end result will be a city that works for people. This is also what the *Waldo Area Plan* aspires to achieve: a *connected* neighborhood where business and residents live and thrive together towards common goals with positive strategies.

Relationship with Other Plans

In addition to FOCUS, the City has two other general types of plans to guide development: city-wide and area-specific. Area plans cover smaller geographic areas than the City-wide plans. Examples of area-specific plans are Area Plans, Neighborhood Plans and Project Plans. The entire city is divided into multiple planning areas and the City is in the process of preparing an Area Plan for each of these areas. The Waldo Area Plan is one of these. Area Plans consist of a comprehensive analysis of all aspects of the physical environment and the demographic composition of the area residents in order to formulate planning recommendations for the area. Neighborhood plans are for smaller areas and are usually more detailed. Project plans are done for areas usually larger than a neighborhood and in response to a specific need. The project plan does not necessarily cover all aspects of the physical environment, but only those aspects related to the need being addressed. The project plans/study and city-wide plans that pertain to Waldo are the Major Street Plan,



the *Parks and Boulevards Plan* (prepared by the staff of the Board of Parks and Recreation Commissioners), and *Ward Parkway Corridor Study*.

The Major Street Plan classifies city streets according to their function which is based on character of trips, their relative length, and anticipated traffic volumes. The major streets in Waldo include: Wornall Road, Gregory Boulevard, State Line Road, Ward Parkway, 85th Street, Brookside Boulevard, Holmes Road, and Troost Avenue. The Parks and Boulevards Plan identifies and analyzes the parkland, recreational amenities, boulevards, and parkways in Waldo and other parts of the city. The Ward Parkway Corridor Study analyzes development patterns, land use relationships, traffic issues, and design elements along Ward Parkway and over to State Line between 75th Street and Bannister Road.

Chapter 2: Existing Conditions

The next section provides information about the existing conditions within the planning area. There are five subsections:

- × Population and Housing
- **✗** Environmental Factors
- * Infrastructure
- × Existing Land Use and Zoning
- ✗ Urban Design Characteristics

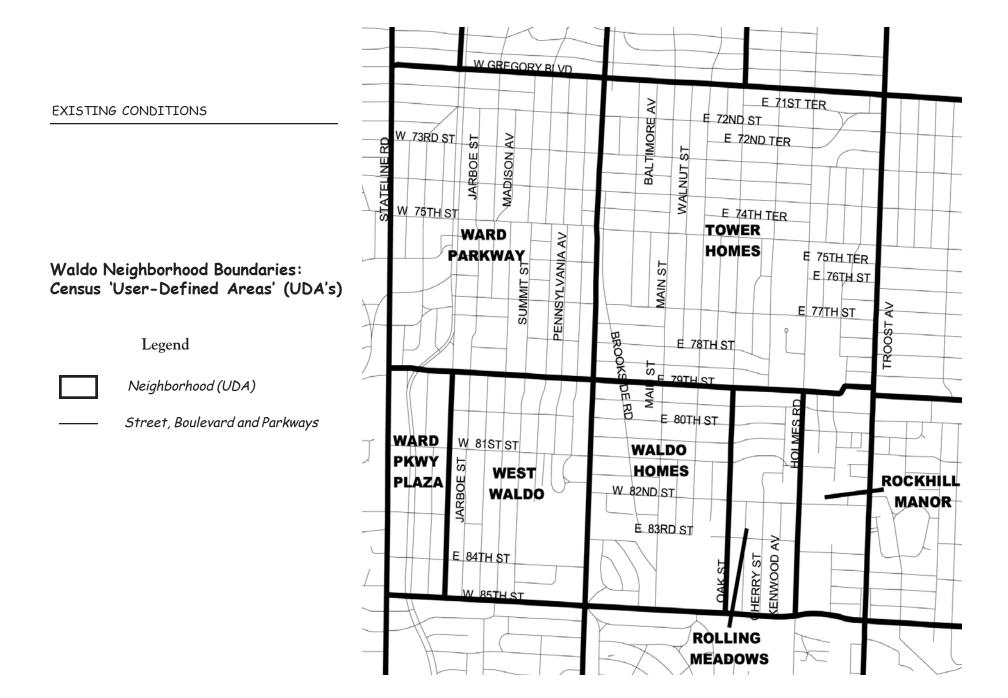
Population & Housing

This section includes an analysis of population information for Waldo using 1940-1990 U.S. Census data. There are two separate levels of demographics analysis: the 'Total Waldo Area' and the 'Neighborhoods'. Since Census data is the only source of comprehensive reliable statistics for the area, neighborhood units were established by utilizing the Census 'User-Defined Areas (UDAs)'. UDAs are subareas within an area plan that assist planners, city officials, and economic development professionals to obtain a finer scale of analysis to assist the decision-making process. At both these levels of area analysis, several indicator groups were analyzed: population demographics, housing, and density characteristics.

The following is a summary of population information for the total Waldo area and at the neighborhood level.



A traditional bungalow style home at 71st and Pennsylvania Street



Below is a summary of the population information for the total Waldo Area and at the neighborhood level.

Items of note: Total Waldo Area



Age:

Waldo's median is higher than Kansas City's: 37.4 versus 32.8.



Household Size:

Waldo's average is lower than the City's: 2.1 versus 2.4.



Race:

Waldo's diversity is much lower than the City's: 13% versus 33% non-Anglo.



Occupation:

Waldo has more residents employed in the 'technical, sales, aministration' rather than the management category.



Education:

Waldo is more highly educated than the City: 35% versus 22% have a minimum of a BA degree.



Income:

Waldo has a slightly higher median income as a whole.



Projections:

Both Waldo's population and household size are expected to decline by the year 2020.



Housing Tenure:

Waldo's percent of housing stock that is owner-occupied is much higher than the City norm: 72% to 57%.



Housing Value:

Waldo's housing is not only older than Kansas, but has a higher median value.



Items of Note: Neighborhoods (UDAs) Age:

West Waldo has the highest median age information on Waldo as a whole. The data was derived from aggregated 1990 Census but all the neighborhoods had a greater percentage of individuals over 65 years of age than the City, which had the majority of residents of 18 years old and under.



Household Size:

Rolling Meadows has the highest (2.2) but the UDAs are under the City average.



Race:

Rockhill Manor has the largest non-Anglo population in Waldo, even higher than the City.



Education:

Ward Parkway Plaza has the highest education levels.



Income:

Ward Parkway and Rolling Meadows have the highest income and were high in educational attainment also.



Housing Tenure:

Rockhill Manor had very low owner-occupancy, whereas, the other UDAs had higher owner-occupancy rates tan the City average.



Housing Value:

Ward Parkway had the oldest housing but it also had the highest median value in the Waldo Area.

This information has a number of implications regarding the demographic composition of the area and future development. For instance, the aging population of Waldo is an issue that will have a significant effect on the housing market in the future and indicates there little need for recreational programs or facilities for youth at this time. An in-depth analysis of population and housing factors reveals interesting trends that need to be incorporated into any long-range planning policies for Waldo. These trends will be described in the subsequent portions of this section.

Total Waldo Area

This portion of the demographic section contains 'user-defined areas' data.

Population Demographics

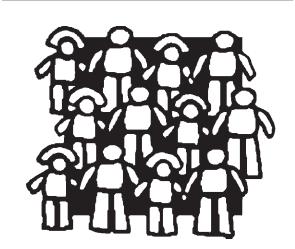
The historic population growth of Waldo has been marked by periods of high growth and subsequent periods of population stagnation or even population loss. As with many urban fringe areas during the 1950's, Waldo had phenomenal growth, increasing its population by 25%. This was followed by a small decline in the 1960's (-5%) and a larger drop during the 1970's (-17%). Part of this was due to rapid suburbanization with many families leaving the city proper for outlying areas.

The age structure of the population is a significant indicator in the demographic analysis of the population and gives planners a basis for calculating the future structure and growth of the population. Population age information is essential for determining the needs of specific age groups in the population.

Historic Population Change

Year	Persons	% Change Over Decade
1940	13,309	***
1950	15,557	+16.9%
1960	19,475	+25.2%
1970	18,475	-5.1%
1980	15,334	-17.0%
1990	14,369	-6.3%

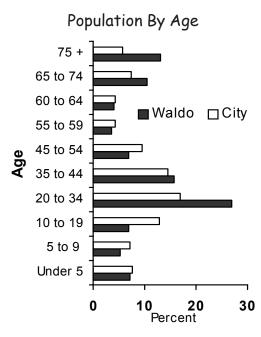
Waldo's population is relatively diverse as far as age characteristics are concerned. The largest age groupings can be seen in the 25-34 (22%) and 35-44 (16%) age ranges.



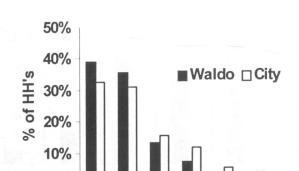
"Approximately ¾ of Waldo's population has 1 or 2 persons per household unit..."

These residents reflect young couples moving into the area attracted by high quality yet affordable starter homes. This reflects a trend that can be seen in the aggregated data for the City of Kansas City. There is also a significant portion of the population in the two age groups over 65. This portion of retirees is quite a bit higher than for Kansas City, Missouri. These residents are generally people who settled in the area after World War I and through the 1950's. As these residents possibly retire to more manageable housing accommodations or move out of the city, their homes enter the housing market as prime starter homes for young couples starting a family. This 'turnover' of the housing stock is rather common in areas of Kansas City and keeps the neighborhood healthy and vital.

Data on household type and relationship is important for understanding household composition and for identifying trends in household structure over time. This information can offer insight into current trends, such as increases in one-person households or one-parent families.



Currently, Waldo's average household size is 2.1 as compared to Kansas City proper, which is 2.4 people per household. This is a direct reflection of the older age of the population, since there are so many 'empty-nesters' in more elderly populations. Also, many of the young couples in the area who have been attracted by the starter homes, usually have no or few children. Approximately ¾ of Waldo's population has 1 or 2 persons per household unit, whereas, only about



Persons Per Household

Residents Per HH

Population By Race 100% 80% 60% 40% 20% Black White Other Race

62% of Kansas City's population has 1 or 2 persons per household. Conversely, the city as a whole has a larger percent of its population with 3 people or more in a household unit.

Data on race is important for a wide range of purposes, such as establishing and evaluating guidelines for assisting minority businesses, Federal affirmative action programs, and planning for cultural facilities and programs. This data is shown as a percent of the total population in an area.

The racial breakdown of the population in the planning area shows a more homogeneous mixture than does the age comparison. Waldo has 18% less Afro-Americans and correspondingly 20% more white Anglos than Kansas City, making Waldo less racially and ethnically diverse than the city as a whole.



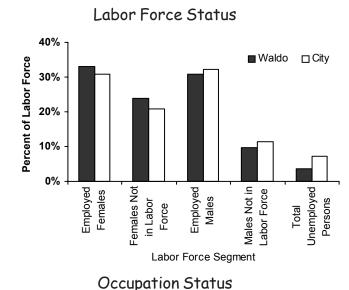
The Hope Care Center

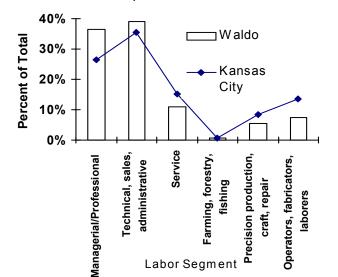
"Kansas City's unemployment is approximately 2 times as much as Waldo's."

Labor force status indicates the working age population considered to be economically active, and othe those, the proportions employed and unemployed. Data on labor force status is used to measure labor supply and employment levels, which can ultimately be used to attract industries to the area and establish employment training programs.

Since Waldo has a higher female portion of its total population than the city (56.4% versus 52.4%), the percent of employed females in the labor force is slightly higher. Additionally, the portion of females not participating in the labor force is slightly higher than the city average. Kansas City's unemployment is approximately 2 times as much as Waldo's.

Occupation describes the type of work the person does on the job. In conjunction with data on class of worker and industry, it describes the economic base of the area. This data can be used to promote business, to determine eligibility for local public works projects, to study labor supply and demand, to allocate funds for work-related training programs.





Labor Segment

Waldo is very similar to the city as far as occupational employment is concerned. The 'managerial/professional' sector of employment shows similar figures for both jurisdictions: 36.5% for Waldo and 35.5% for Kansas City. The only sector of employment that differs sharply between the two is the 'technical, sales, administrative' category. This sector is Waldo's largest employment base with 38.9% of the population employed in this area of industry, reflecting Waldo's retail/commercial base. Kansas City has only 26.5% of its population employed in this type of industry; approximately 12% less of the population is employed in this area than in Waldo. The rest of the employment sectors are relatively close in comparison to the city's employment base, varying a few percentage points usually under to City's average in each of the other sectors. This further indicates Waldo's dependence on a healthy retail commercial area.

The educational attainment of the population is an indicator of the quality of the labor market in the area and is usually positively correlated with income levels. Data on educational attainment is useful for developing products and services to meet the needs of the area.

Waldo shows higher educational rates than Kansas City, Missouri. While the greatest percent of Kansas City's population (30%) has attained a minimum of a high school degree, Waldo has the greatest percent of its population (35%) possessing a minimum of a Bachelor's degree. This would account for the higher income per household and the higher percent of professionals involved in technical and administrative jobs rather than traditional 'blue-collar' types of employment.

Perhaps the main indicators of a population's economic well-being are income measures. This information is used by Federal, State, and local governments to allocate funds for social and other programs and by the private sector to market goods and services.



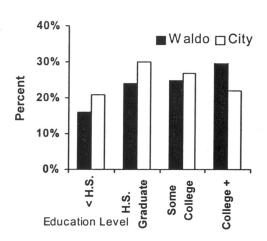
Maintenance work done at the Chipotle Restaurant near 75th & Wornall.

"Waldo's median household income is slightly higher than the city's: \$28,977 and \$26,713 respectively."

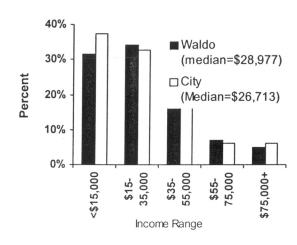
Waldo's household income range is more diverse than that of Kansas City. Waldo's median household income is slightly higher than the city's: \$28,977 and \$26,713 respectively. As a result, Waldo has a higher percent of its households in the \$25,000 to \$35,000 per year range (20%) than does Kansas City, whose highest income bracket is approximately \$15,000 to \$25,000 per year.

Projections on population and household size are calculated based on past trends in population loss and/or growth derived from census data. The forecasts in this analysis were obtained from the Mid-America Regional Council (MARC). Disaggregated census tract level data from MARC forecasts are grouped together to represent the appropriate area.

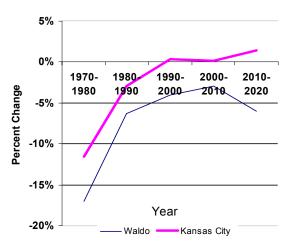
Educational Attainment



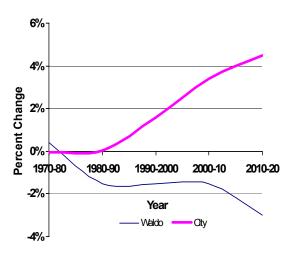
Household Income



Population Projections



Household Projections



Both population and household size are expected to decrease into the year 2020. Population decline rebounds moderately but is expected to start a downward trend again in 2010 and decline to 12,600 residents by 2020. Since the 1990 population in Waldo was 14,369, this decrease would equal approximately 12% of the current population or 1,800 people over a 30 thirty year period. The number of households is also projected to decline based on past trends, reaching a low in 2020 of 6,400 households.

Since there could be fewer households, this will decrease the demand for housing units, so Waldo could possibly need 400 less housing units in the future than the housing market currently maintains. Also, given that the rate of population decrease is twice the rate of decrease in the number of households, it becomes apparent that there could potentially be a small decrease in household size if the forecasts prove to be accurate for the other factors.



"Waldo has significantly more owner-occupied housing than Kansas City: 72.4% vs. 56.9%."

In 1990, the number of housing units in Waldo was 7,230, with only 6,800 households. This means there is adequate housing for the current population, while approximately 400 dwelling units are vacant. If the current underutilization of housing is maintained (400 units vacant), by 2020 it is forecasted that there will approximately 800 more housing units available than needed. as the number of households is expected to decline also by approximately 400. These factors combined could possibly create a less dense settlement pattern in Waldo over the next several years. These forecasts have interesting implications as far as housing demand, local product/service requirements, and city service requirements are concerned.

Year	Population	# of Households	Persons Per Household
1990 (Current)	14,369	6,800	2.1
2020 (Projected)	12,600	6,400	2.0

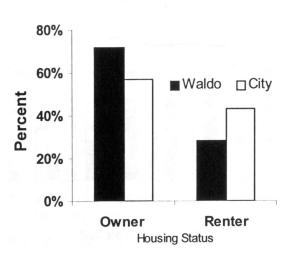
Housing

Tenure refers to the terms under which dwelling units are held by the occupants, including renter-occupied, owner-occupied, and vacant. Data on tenure is basic to most housing analysis. It provides a measure of the extent to which home ownership is achieved and can be used for home mortgage loans and insurance, supplemental rental assistance, and other assistance to construct, repair, or purchase dwelling units.

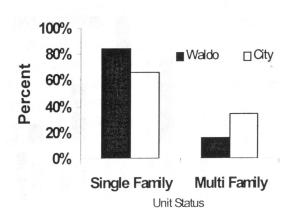
Waldo has significantly more owner-occupied housing than Kansas City: 72.4% versus 56.9%. Associated with this, Waldo has 15% less renter-occupied housing Kansas City.

The predominant type of housing unit in an area gives an idea of the types of communities in which a population lives. General socioeconomic conditions and population density can be correlated by the single family density versus the multifamily density as a portion of the land.

Housing Occupancy



Housing Type



Waldo has 20% more single family housing than Kansas City, while the city has 2 times as much multifamily as a proportion of total housing stock. While Waldo has its fair share of multifamily dwelling units, the higher percentage of single family homes makes the area more stable from a residential perspective.

Data on the year the structures in the area were built is useful for determining the age of the housing stock and identifying areas with new construction. The data also can be used to help allocate revenue for housing assistance and to identify locations where housing units are more likely to need rehabilitation.

The majority of housing in Waldo was built in the 1940s and 1950s. Kansas City has newer housing as a larger percentage of total dwelling units. Houses built from 1950-1980 in Kansas City proper contain the majority of total Kansas City housing stock. The higher portion of new housing in the city can be attributed to significant development north of the river. The older housing in Waldo lends an air of character and stability to the neighborhoods.

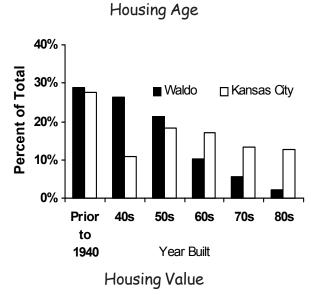


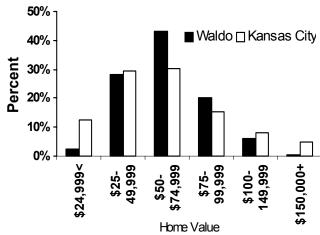
A duplex located on Terrace Avenue

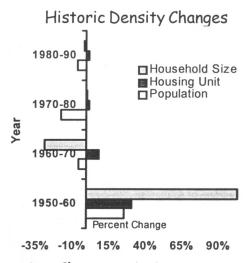
Waldo has a larger portion of its housing stock falling into the middle class housing bracket (\$50,000-\$100,000) than the City as a whole.

The median value of owner-occupied housing units on less than 10 acres without a commercial establishment or office can be used to determine the fair market value of housing units in the area. The number of housing units valued at selected levels gives an indication of the relative value of the housing stock in the area compared to other areas. This data can also be used by real estate, mortgage, and insurance businesses to analyze the housing market. The public sector can use the data for many purposes, such as allocating housing assistance and determining if conversion of rental units to nonrental units (condominiums, cooperatives, etc.) would have an adverse effect on housing availability for low-income or elderly tenants.

Waldo has a larger portion of its housing stock falling into the middle class housing bracket (\$50,000-\$100,000) than the City as a whole. Kansas City has more evenly distributed housing stock value than Waldo. A higher portion of the housing stock in Kansas City falls into the lower and upper class housing market.







Density Characteristics

To understand density characteristics, it is helpful to look back and see patterns of density shifts in an area. Given the overall decrease during this time period in housing units, it seems the population loss in Waldo paralleled this trend as can be seen by the line graph. Additionally, this drop in population after 1960 can be attributed to suburbanization and also to decreasing household sizes during this time. Many young families had moved into the area from 1940 to 1955 and the subsequent 'empty-nest' these residents experienced as their children left home

would correspond with this dip in demographics from 1960 onward.

Waldo, like all of Kansas City, experienced this trend of shrinking household size and subsequent population decline during the 1960's and through the 1970's. It is interesting to note the trends over the last several decades and now see the relative stabilization of these indicators since 1970. Given the projected decreases in population, household size, and number of households that were discussed earlier in this chapter, it is expected that Waldo could see a less dense settlement pattern into the next century.

Density characteristics are very interesting to analyze because they indicate the relationship between the physical built environment (i.e. housing) and people, in turn reflecting the density of development patterns. The associated figure shows density variations in a number of different categories, all of which show a significantly more dense settlement pattern in Waldo than the city as whole. Waldo is an urban area and thus has high density characteristics; the city as a whole however, is about half undeveloped and thus has very low density.



Neighborhoods

The Waldo planning area is divided into seven 'neighborhoods' or census 'User-Defined Areas (UDAs). Demographic information for each neighborhood was analyzed as it relates to Waldo and the City of Kansas City for indicators where similar data measurements were available.

The boundaries of the UDA's do not correspond to the boundaries that neighborhoods have defined for themselves. For instance, West Waldo corresponds closely to 'Here's Waldo' neighborhood and Ivan hoe Heights corresponds most closely to 'Waldo Homes'

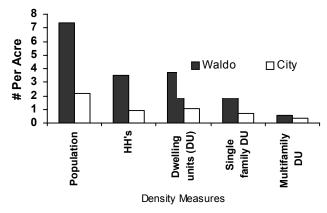
Population Demographics

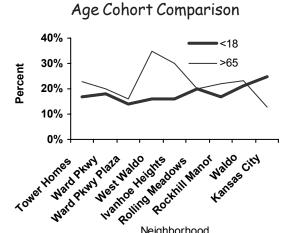
Tower Homes and Ward Parkway are the two neighborhoods with the largest land area, and as a result have the largest populations in the Waldo area. Ward Parkway Plaza has the lowest population and the lowest median age of all the neighborhoods.

Neighborhood Demographics

UDA #	Neighborhood / Jurisdiction	Population	HH Size	Median Age	
106	Tower Homes	5,431	2.06	36.9	
107	Ward Pkwy	3,715	2.07	36.5	
108	Ward Pkwy Plaza	381	2.03	33.0	
109	West Waldo	1,442	1.96	44.4	
110	Ivanhoe Heights	1,063	1.97	39.	
111	Rolling Meadows	874	2.19	40.8	
112	Rockhill Manor	1,299	1.90	37.1	
	Waldo	14,369	2.10	37.4	
	Kansas City	435,134	2.40	32.9	

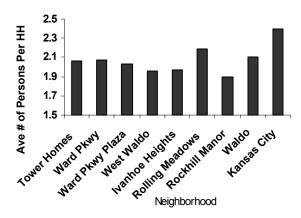
Density Characteristics





Household Size

Neighborhood



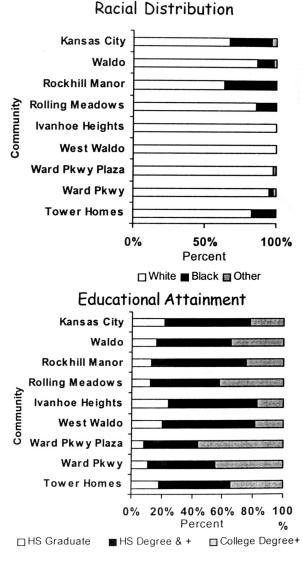
West Waldo by far has the highest median age in Waldo (44.4) due to the high proportion of retirees in the area (35% 65 and over). Both of these statistics are significantly higher than the Waldo and citywide norm. Ivanhoe Heights also has a significant portion of retirees although their median age is not quite as high (39.2). Rolling Meadows has a very balanced portion of elderly and youth but has the second highest median age (40.8). All of the other UDAs in Waldo have as many, or just moderately more, residents 65 and over than residents 18 and under. This differs sharply from the citywide ratio where there are twice as many persons 18 and under than those 65 and over.

Given the high portion of elderly in West Waldo and Ivanhoe Heights (2 in 3 are over 65), it can be expected that there will soon be a turnover in the housing stock as younger property owners replace the elderly. These areas could possibly have some homes that are not being maintained adequately due to the burden of maintenance falling on the shoulders of those who might find outdoor labor difficult. Over half of Waldo's population has 2 or more persons per household.

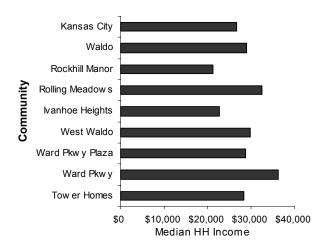


Rolling Meadows has the largest households by far, which is reflected in the balanced age cohort comparison for residents < 18 and 65+. Yet this is still significantly less than the average for Kansas City as a whole (2.4). Tower Homes and Ward Parkway, the two largest populations, both have the second largest household size of the neighborhoods in Waldo. Rockhill Manor has the smallest households with only 1.9 persons per household on the average. This is probably due to high portion of renter-occupied housing in the neighborhood where it appears the elderly portion of the population is slightly more predominant than the youth population.

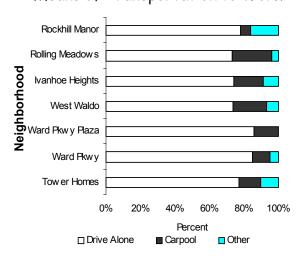
Rockhill Manor is by far the most racially diverse neighborhood in Waldo and has a higher percentage of Afro-American residents (approximately 1/3) than the city as whole. Tower Homes and Rolling Meadows, also with a higher portion of racial diversity, have about 15-20% Black residents which is less than the citywide average of 30%.



Median Household Income



Means of Transportation to Work



Ward Parkway, Ward Parkway Plaza, and Rolling Meadows have the highest educational rates, higher than the city and Waldo. This is reflected in Ward Parkway's and Rolling Meadow's median household income which are the highest in Waldo. Interestingly, West Waldo has the lowest educational attainment but the 3rd highest median income. Ivanhoe Heights also has low educational attainment and median income which could be explained by the large percent of residents 65 and older. However, West Waldo has the largest percent of its residents in the 'retiree' category yet still had a moderate median income. Rockhill Manor had educational rates slightly higher than Kansas City but lower than Waldo, while the neighborhood median income was significantly under the figures for the city and Waldo.

Data on transportation modes to work can be used by local, county, and State governments for road, highway, and public transportation planning. This information is useful in examining areas at a small scale (i.e. neighborhoods) so that transportation patterns can be analyzed within a larger area.



Hartman Elementary School

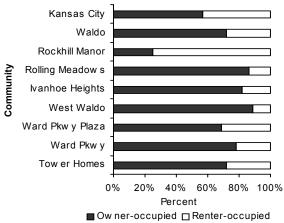


The only neighborhood in Waldo that takes advantage of public transportation to any significant degree also has the lowest median household income: Rockhill Manor. West Waldo, Ivanhoe, and Rolling Meadows do have higher rates of carpooling than other UDAs. For most of Waldo, between 75% and 80% drive alone to work. This is one of the reasons for the significant rush hour traffic congestion along major arterials like Wornall and 75th Street.

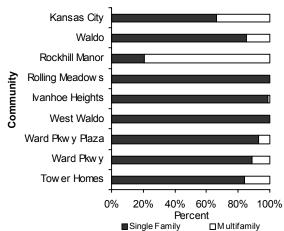
Housing

The majority of Waldo (75%) consists of owner-occupied housing units. Rockhill is a bit of an anomaly however; the ratio is reversed, reflecting the large number of multifamily housing units in the area. Approximately ¼ of the housing is owner-occupied and ¾ is renter-occupied, reflecting the same ratio of single family versus multifamily types of housing. West Waldo and Rolling Meadows have the highest portion of owner-occupied housing stock and the highest percent of single family housing units (100%), giving these neighborhoods a greater sense of stability or permanency in the area.

Housing Occupancy







Housing Age & Value

Neighborhood	Housing Age			Housing Value*
	Built before 1940	Built After 1985	Median- Year Built	Median Value
Tower Homes	31%	2%	1946	\$61,100
Ward Pkwy	52%	0%	1940	\$74,800
Ward Pkwy Plaza	13%	8%	1951	\$57,100
West Waldo	13%	1%	1952	\$54,600
Ivanhoe Heights	22%	0%	1949	\$43,200
Rolling Meadows	3%	0%	1954	\$62,400
Rockhill Manor	2%	7%	1963	\$65,100
Waldo	29%	2%	1951	\$61,362
Kansas City	28%	8%	1956	\$55,700

There are a number of interesting items to note when examining the relationship between housing age and value. Ward Parkway has the oldest housing in Waldo with the majority having been built before 1940, and none after 1985. At the same time, this neighborhood has the highest housing values in Waldo, boasting a median value of \$74,800, while the single family and owner-occupancy rates were average. The lowest median housing value can be seen in Ivanhoe Heights (\$43,200) where the median year of construction is average (1949), and the single family and owneroccupancy ratios were in the top three. Tower Homes had the second oldest housing stock with 31% having been built before 1940, but the housing value was average for all of Waldo. Rockhill had the second highest median value of owner-occupied housing units, which is in sharp contrast to the portion of multifamily housing units. All but two of the UDAs had median housing values above the citywide average: West Waldo and Ivanhoe Heights.



Single Family Home in the Ward Parkway Neighborhood

Density Characteristics

The density information available for smaller geographic areas, such as neighborhoods (UDAs), is rather limited as far as comparing single family and multifamily dwelling units to household size and population. For the neighborhood units, density (residents per acre) was examined to see settlement patterns at a finer scale.

Tower Homes, Ward Parkway, and Rockhill have more population in relation to their land area and, as a result, have a higher density than Waldo and the City as a whole. Rockhill has a high proportion of multifamily rental housing and thus naturally has more dense development.

Neighborhood Density

	_		-	
UDA #	Neighborhood/ Juristiction	Population	HH Size	Median Age
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111	Rolling Meadows	874	2.19	40.8
112	Rockhill Manor	1,229	1.90	37.1
	Waldo	14,369	2.10	37.4
	Kansas City	435,134	2.4	32.9

Conclusions/Recommendations

The aging population of Waldo should be considered an immediate concern. The need for elderly housing and nursing facilities will soon become quite evident in the future. Waldo could see a loss of residents that have lived in the area for decades, unless potential sites for elderly care facilities are to be explored.

The aging population also has implications for the housing stock. Housing maintenance could become an issue as residents become unable to upkeep their homes; thus the possibility of forming neighborhood programs for maintenance assistance need to be examined so that homes do not fall into a state of disrepair in subareas where there are a large amount of elderly, like West Waldo and Ivanhoe Heights. It is also expected that there will be a turnover in the housing stock as the elderly are replaced by people seeking an urban living environment where they can find affordable housing with character.

Most of Waldo has household sizes that are currently under the average for the city. Rolling Meadows has the largest household sizes and a substantial portion of their population is age 18 or under. There might be a need later to explore the possibility of initiating community programs for youth and improving access to recreational amenities and programs.

Most of Waldo seems to have the capacity to preserve residential housing value even as the homes age. This is especially true of the larger homes in the Ward Parkway UDA where the oldest housing stock in Waldo has the highest median value. Other neighborhoods can take advantage of the unique historical significance and appeal that these older homes have for potential residents who are looking for a unique urban landscape. However, given the age of some of the housing stock in Waldo, it can be expected that the area will see some in-fill housing in the next several decades as the less sturdy and oldest homes are replaced. Design guidelines for in-fill housing are included in this plan to ensure that high quality residential development remain one of Waldo's strong points.

"...given the age of some of the housing stock in Waldo, it can be expected that the area will see some in-fill housing in the next several decades...."

Most of Waldo has a strong owner-occupancy base of housing stock, few multifamily dwelling units, and average incomes over the Kansas City average. This stabilizes neighborhoods and creates an environment where housing maintenance is generally not a problem and housing values remain stable or appreciate as homes are improved. However, Rockhill Manor is the exception to this. This neighborhood has the highest renter-occupancy rate, the highest portion of multifamily housing units, and the lowest household incomes in the Waldo planning area. Additionally, it is the most dense neighborhood in Waldo but has the lowest household size which could mean there is large portion of single residents or single parent families and elderly living in long term care facilities. All these circumstances combined could lead to situations where property is not maintained adequately and absentee landlords might be discouraged from investing in the housing stock or the local economy.

Given the declining and projected decrease in Waldo's population, number of households, and household size, it could be expected that there will be a slight decline in the need for dwelling units in the future. Smaller single family houses might be more

in demand as households are expected to shrink. Overall, these factors could possibly contribute to create less dense patterns of residential settlement in Waldo. Planners and developers will need to respond to these changes by replacing older housing that is not economically feasible to rehabilitate and/or functionally obsolete housing (i.e. multifamily dwellings) with in-fill that would be appropriately sized for smaller households and more densely developed at major nodal centers to create pockets of higher density close to transit.

Environmental Factors

This section examines environmental factors, such as topography and vegetation, in the Waldo area in order to ascertain any potential constraints for development, and to identify certain physical landscape features that could offer amenities for development in a specific area. Neighborhoods, business owners, and long-time Waldo residents also helped to identify environmental problem areas.

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Topography

The generally flat topography in Waldo does not present any obstacles for development. There does not appear to be a slope larger than 10% in the area. A slope under 10% is considered feasible for development. The circled portion on the map (south of 83rd Street and east of Wornall) indicates the area in Waldo that has the steepest slopes, between 5% and 10%; however, these slopes can still easily support new development. The highest points are in the northwestern portion of the area, generally west of Ward Parkway.

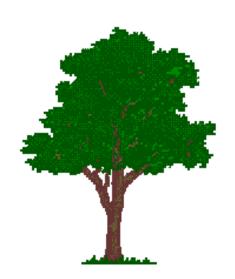
Due to the gently sloping topography, Waldo drains in a general southeast direction towards the Blue River. A very small portion of the Blue River floodplain encroaches into Waldo's southeastern residential area from a small eastwest tributary that runs through Rolling Meadows and Ivanhoe Heights around Holmes and 85th Street. This small portion of the 100-year floodplain (about 4,000 square feet) should have no significant impact on development in Waldo. Part of this stream basin can be seen in the rugged topography along 85th Street between Main and Holmes.

Vegetation/Tree Cover

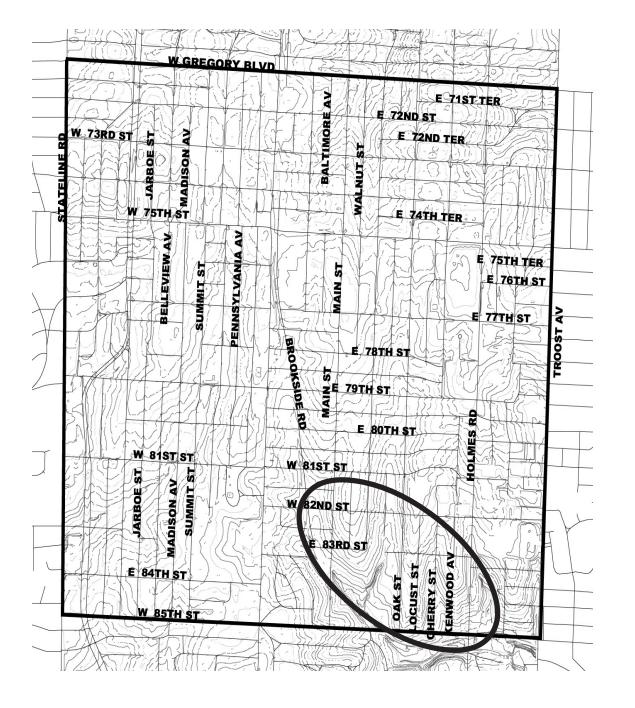
There are a few areas in Waldo that have heavy vegetation and tree cover; however, these areas are all located in the designated parks and open spaces. Any other tree cover in Waldo is located along the streets in the form of street trees or in the form of landscaped buffers for commercial areas.

Environmental Problem Areas

There is only one contaminated area in Waldo that that has been identified as environmentally hazardous. The site is at 7426 Pennsylvania Street and was occupied by Wally's Polishing Shop formerly. Contaminants consist of chemicals used in the removal of tarnish from various types of metals. This is a federally funded clean-up site where approximately 75% of the contamination has been abated.



Historically, there have not been any other intensive environmentally hazardous land uses that existed in Waldo. This is due to the lack of moderate-to-heavy industrially zoned land. As a result, the only other potentially hazardous environmental problem would be soil contamination around the occasional abandoned gas storage tank from a defunct gas station site. One good reuse for such a site is the Scotch Dry Cleaners at 75th and Washington. Since dry cleaners pose a slight environmental problem, the conversion of these uses from old gas station sites that could be potentially contaminated is a logical land use progression towards less intensive uses to reclaim the land.



Waldo Topography

Legend

- Contour Lines
- ___ Streets
- Waldo Planning Borders
- Area with most topographic relief

"If only I could fix one thing...
better parking, widen Wornall, and
install more crosswalks for pedestrians
to get across the street."
-from Waldo community
meetings

Infrastructure

Like many areas in Kansas City, Waldo's infrastructure is aging and broken down or inadequately undersized. Replacement, rather than repair, is what is needed in some places. This includes transportation ways, storm water and sanitary sewer, and water lines.

Transportation

Transportation issues, such as circulation, parking, and mass transit, constitute one of the major set of challenges facing Waldo today. As urban areas like Waldo have grown, their neighborhoods have realized the effects of ever-increasing traffic problems and the need for solutions like public transit or innovative transportation policies. Tens of thousands of vehicles pass through Waldo daily from southern suburban neighborhoods to the Central Business District, creating a serious demand on the north-south vehicle carrying-capacity. Waldo has six major north-south thoroughfares running through it, yet the demand for additional traffic carrying-capacity through the area continues.

Incremental decisions in Waldo have created a patchwork of public improvements. This incrementalism has, in the past, created traffic circulation patterns which do little to tie capacity to demand or offer connections between various forms of transportation. There is no integrated multi-modal transportation network in the area. The effects of the historic lack of a comprehensive transportation policy have become apparent in the Waldo planning area in the last several years in various ways: poor access to commercial property, a perceived lack of adequate parking, difficult interior circulation during certain times of the day, frequent curb cuts, devaluation of the area for residential use, and endangerment of children playing or going to and from school.

The City's Major Street Plan first approved in 1991, provides a functional classification of streets in Waldo. Functional classification breaks streets into classes according to the types of service they are supposed to provide which relies on the following criteria:

- Character of trips and their relative length;
- Anticipated traffic volume, and
- ✓ The relationship of a given route to the land uses it serves.

The first two criteria are expressed in terms of right-of-way. Once a decision is made regarding the level of service to be provided based on land use requirements, the right-of-way and design for all links in the transportation network can be determined. This system allows the City to coordinate the programming of Waldo's street improvements as land is redeveloped, rezoned, land use is changed, and the possibility of light rail becomes more feasible.

Major Streets

The Waldo area contains primary and secondary arterials, parkways/boulevards, and a rapid transit corridor but no freeways or expressways. According to the City's Major Street Plan, which was approved by the City Council on November 27, 1991, these thoroughfares are defined as follows:

✓ <u>Parkways/Boulevards</u>: These thoroughfares are indigenous to Kansas City and are under the jurisdiction of the Board of Parks and Recreation Commissioners. The purpose of these transit corridors is to move traffic, connect

parks and greenways, preserve green space, and impart a unique character and form to adjacent land uses. These corridors provide space for public art and fountains, thereby defining civic beauty in Kansas City. These thoroughfares are usually continuous over long distances, require 150 to 300 feet of right-of-way, and collect assessments from abutting property owners to offset maintenance costs.

✓ Primary Arterial: This type of arterial is intended to move traffic through an area, yet allow traffic influx from major access points from abutting property. These arterials carry 10,000 or more vehicles a day and typically have a minimum 100-foot of right-of-way.

✓ Secondary Arterial: This type of arterial is intended to provide access for one or more neighborhoods to the CBD, shopping/retail centers, community facility areas, and regional recreational areas. These arterials act as boundaries for neighborhoods, carry 5,000 to 10,000 cars per day, and typically have an 80-foot right-of-way.



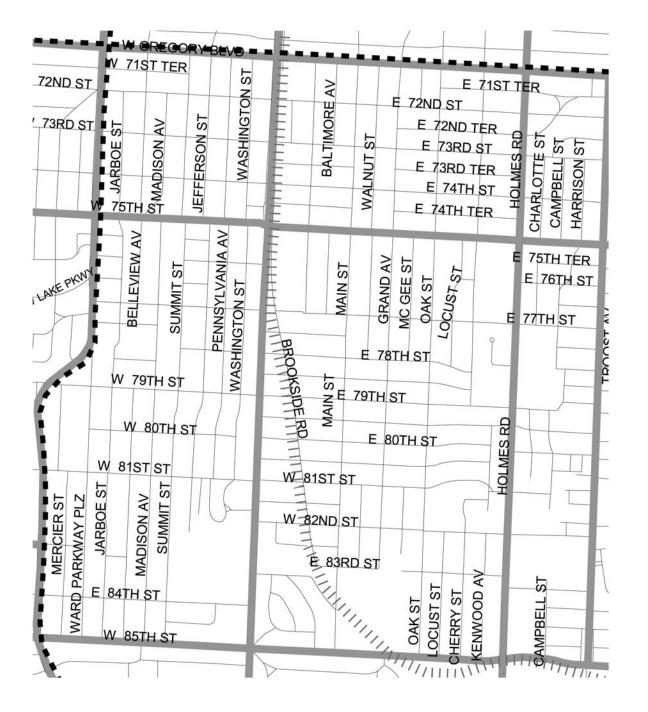
Traffic on Ward Parkway

Waldo's major streets fall into the following categories: Gregory Boulevard is a boulevard and secondary arterial; Troost Avenue is a secondary arterial; 85th Street is a primary arterial; and State Line Road is a primary arterial between 75th Street and 85th Street and a secondary arterial between Gregory Boulevard and 75th Street. All of these streets are improved and have at least an 80-foot right-of-way. These four neighborhood edges provide a nearly unified street network.

The north-south primary and secondary arterial streets within the neighborhood and commercial areas include Holmes Road on the east, Brookside Road and Wornall Road near the center, and Ward Parkway on the west. The northern part of Holmes Road and the entire length of Gregory Boulevard are secondary arterials, but also fall into the parkways/boulevards classification which allow for larger rights-of-way with heavy landscaping. Ward Parkway falls into the same classification, but is a primary arterial rather than a secondary. The east-west primary and secondary arterial streets within the neighborhood include the entire length of 75th Street and the segment

of 79th Street between Wornall Road and State Line Road. The remaining smaller collector and local streets provide a connected grid network for the Waldo area.

A rapid transit corridor runs north-south along a railroad right-of-way near Brookside Road. This transit corridor is part of a long-range proposed light rail transit system that could someday extend from I-435 on the south through downtown to Kansas City International Airport on the north.



Waldo Major Streets

Legend

______ Streets

Proposed Rapid Transit Corridor 1995 MIS

■ ■ Boulevards and Parkways

Primary and Secondary

Arterial Streets

EXISTING CONDITIONS



Roadwork on Wornall Road

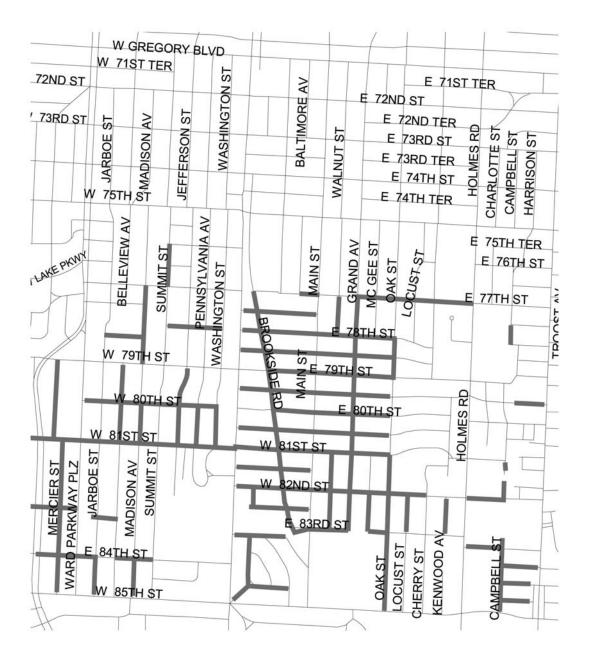
Street Improvements

Level of Service/Problem Areas

The Kansas City, Missouri, Public Works Department provides street improvements for the entire Waldo area. These street improvements include curbs, gutters, and sidewalks. As seen in the Street Improvement Map on the following page, nearly all of the Waldo area unimproved streets, those that are not up to City standards for curbs, gutters, and sidewalks, are located south of 77th Street. In addition, more than half of the streets south of 77th Street have at least one street segment which is considered unimproved. These unimproved streets are a problem because the lack of curbs and gutters can facilitate flooding and the erosion of streets; and the lack of sidewalks present obstacles for pedestrian circulation in the area. The extent of unimproved streets south of 77th Street is partially due to the fact that Jackson County did not require certain street improvements south of 77th Street before that area was incorporated into the City. Consequently, many streets were never later improved. There are several other places in Waldo where streets have curb and gutter but are missing sidewalks. These areas are widely scattered throughout Waldo and do not cause serious problems because they are not clustered in any one area where pedestrian circulation may be hindered.

Limitations to Development

The areas highlighted for potential redevelopment along Ward Parkway are wellserved by improved streets. However, the potential redevelopment areas between Wornall and Brookside Road from 77th Street to 85th Street include several unimproved streets. Specifically, the length of Brookside Road from 77th Street to 83rd Street, and most of the east-west street segments between Wornall and Brookside Road are unimproved. In order to redevelop and develop according to subdivision regulations and quality urban design guidelines, developers will be required to improve the streets and to provide pedestrian circulation with the construction of sidewalks and curbs.



Unimproved Streets

Legend

— Streets, Boulevards & Parkways

Unimproved Streets

Traffic Flow and Circulation

Vehicle Traffic Flow and Volume

The Waldo area has a rapid traffic flow and heavy traffic volume along its arterial streets, especially along Wornall Road. This traffic includes both automobile and commercial truck traffic, which poses special problems at intersections such as Gregory and Wornall, 75th and Wornall, and 85th and Wornall. With a heavy traffic volume and high speeds at these intersections, it is difficult for vehicles to safely make turns at the intersections. Exacerbating this situation are the frequent curb cuts that serve the adjacent businesses along Wornall and the absence (or existence) of left turn lanes at significant points.

According to the Waldo Area Traffic and Parking Study prepared by the City's Public Works Department in June, 1993, traffic volumes on the residential streets bounded by Gregory on the north, 75th Street on the south, Jefferson on the west, and Wyandotte on the east, are greater than the volumes normally carried by low to medium density residential streets (see appendix a). While the amount of turning movements at

the intersections of local streets and arterials is not abnormally high in this area, there still appears to be a small number of motorists that use the residential streets to by-pass the congested arterials. Increased noise and traffic detracts from the quiet, safe residential neighborhoods adjacent to the commercial areas.

Two of the north-south arterials, Wornall and Troost, have significant traffic circulation issues. Because the traffic flow along Wornall is at a rapid pace, it is difficult for vehicles to enter Wornall from the local streets. Trucks daily use Washington Street to obtain access to businesses located on the west side of Wornall. There are also several places where left turn lanes are needed so that traffic flow will not be interrupted. Prolific curb cuts also impede smooth traffic flow, as do inconsistent signalization of intersections. Some solutions might include various traffic calming techniques, such as herringbone parking; improved signalization at intersections to encourage steady yet slow traffic circulation; a separate left turn lane for vehicles needing to access businesses; curb necking to discourage vehicular traffic in the parking lanes; and/or the addition of bike lanes.

The circulation issues along Troost, however, are associated with speed of traffic as it relates to curb-side parking. The permitted parking in the right lane along Troost impedes the continuous commercial traffic flow in two full lanes, as vehicles travel the parking lane and then must quickly change lanes to avoid hitting intermittently spaced parked vehicles. Some solutions might include separate left turn lanes at intersections, curb necking to discourage vehicular traffic in the parking lanes, or perhaps the addition of bike lanes.

The Brookside/Wornall Connector

The Transportation Improvement Plan: Brookside/Wornall Road Corridor is a plan to improve the streets to standard and to manage the traffic and improve circulation between Volker Boulevard and Brookside Boulevard on the north and Bannister Road and Wornall Road on the south. The Brookside/Wornall Connector, between Gregory Boulevard and 85th Street, is one part of the Brookside/Wornall Road Corridor. The Brookside/Wornall Connector utilizes traffic management techniques, such as one-way

streets, as well as improved roadways in order to control the traffic flow into the residential areas, to maximize access to existing businesses, and to provide the necessary through lane capacity to accommodate the large volume of traffic along Wornall Road.

The Brookside/Wornall Connector consists of two distinct segments in Waldo: 1) Gregory Boulevard to 75th Street, and 2) 75th Street to 85th Street. The segment from Gregory Boulevard to 75th Street would include connecting Brookside Boulevard to Wornall at Meyer Boulevard, improving Wornall Road to arterial standards, constructing a raised median area for landscaping, and widening Wornall at Gregory and at 75th Street to allow for separate left-turn lanes. A raised median would discourage through traffic from entering the neighborhood areas on local residential streets, as well as help to beautify the area with trees and plants. Separate left-turn lanes would improve the traffic flow at these high volume intersections. Left turn lanes were just recently completed at a newly widened Wornall/75th Street intersection for northsouth bound traffic.



Traffic on Wornall Avenue

EXISTING CONDITIONS



Conflicts between Commercial and Residential uses was identified as an issue by Waldo residents.

The segment of Wornall from 75th Street to 85th Street had the highest vehicle density and highest accident rates in the entire Brookside/Wornall Road Corridor. This is likely due to the fact that Wornall Road serves two conflicting roles - one role as a major north-south arterial and the other role as local access to adjacent businesses. This segment would include realigning Wornall Road as a one-way pair of roads. The existing Wornall Road would function as a southbound roadway, and a new northbound roadway would be constructed. The northbound roadway would diverge from Wornall Road at 85th Street and converge to Wornall near 76th Street. This new roadway would be constructed to parallel the Area Transportation Authority right-of-way from 81st Street Terrace to 75th Street. However, the road configuration would not permit the development of a light rail transit on the Area Transportation Authority (ATA) right-of-way in the future. This fact coupled with recent development trends along Wornall Road, required access to businesses, possible condemnation of some residential properties, and the potential for increased traffic into the residential area to the east, make this alternative realignment unfeasible at this time.

Institutional and Residential Use Conflicts

The location of schools in residential areas poses problems of congestion and parking in the neighborhood, especially at particular times of the day, such as at the beginning or end of a school session. School buses transporting children to and from school travel through the residential streets and create additional localized traffic. In addition, school employees often park their vehicles on the adjacent residential streets if spaces in the parking lots are unavailable. This removes on-street parking spaces from use by the residents.

Flow of pedestrian traffic is also a problem between these land uses. There is a definite need for pedestrian signalization to indicate school cross walks so that children may cross safely. The areas of note where there have been significant problems in the past are: St. Elizabeth's on 75th and Main, Christ the King School crossing at 85th Street and Calvary Lutheran School at 75th and Oak.

Parking

Off-street parking spaces are at a minimum in and around the commercial areas. There is a perceived problem of a lack of parking spaces near the businesses in the vicinity of 75th and Wornall. With new or expanding businesses west of Wornall on 75th Street, there is a greater demand for both employee and customer parking spaces. Parking lots as well as parked vehicles have encroached into the adjacent residential areas and residential streets. However, according to the 1993 Waldo Area Traffic and Parking Study (see appendix a), a comparison of parking supply and demand exhibits that overall parking supply exceeds the demand in the area bounded by Gregory on the north, 75th Street on the south, Jefferson on the west, and Wyandotte on the east. The study does note, though, that parking demand approaches capacity during the peak periods at 12 PM and 8 PM for the areas near 75th and Wornall and Gregory and Wornall. There also appears to be a lack of parking spaces near the businesses in the vicinity of 85th and Troost, as vehicles are frequently parked on the shoulder of 85th Street.

Bus Routes

Service Area

The Waldo area is generally well-served by bus routes. The many north-south bus routes reflect the north-south orientation of the city. Waldo has north-south bus routes which run along the primary and secondary arterials, such as State Line Road, Ward Parkway, Wornall Road, Main Street, Holmes Road, and Troost Avenue. Some of these bus routes connect to other hubs of activity, such as Country Club Plaza, Westport, and Crown Center, and terminate in the central business district. There is only one east-west bus route, however, which runs along 75th Street. Neither Gregory Boulevard, a secondary arterial, nor 85th Street, a primary arterial, has a bus route. This may be due, in part, to the greater extent of commercial uses along 75th Street rather than along Gregory or 85th Street.

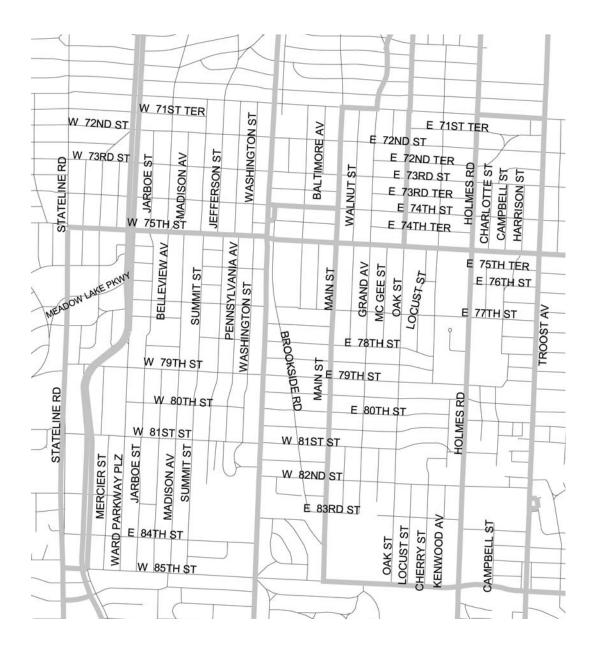


Waldo is well served by the City's bus service.

Waldo Bus Routes

Legend

Streets, Boulevards and ParkwaysBus Routes



Implications for Development

The location of the bus routes along the north-south arterials coincides with commercial and residential development along these arterials. The bus routes provide easy access for customers, employees, and residents to reach the businesses, offices, and houses on these roads, and this further provides the impetus for new development. Because there is little new commercial development along the major east-west arterials, bus routes are not run along these roads. If the light rail transit system is to be developed in the future, it is likely that there will be a need for additional east-west bus routes in order to link up to the north-south light rail transit line.

Light Rail Transit

Service Area

The Kansas City Area Transportation Authority (ATA) has studied the feasibility of developing a light rail transit system on the abandoned Country Club streetcar right-of-way. The proposed light rail transit line would use the Country Club Rightof-way through Waldo adjacent to Brookside Road to connect residential areas to the institutional, entertainment, and transportation areas, such as the Plaza/UMKC/Westport area, the Crown Center/Union Station area, the central business district, and Kansas City International airport at the northern end of the line. There are four light rail transit stations planned in Waldo along the proposed rail alignment at the following locations: the Gregory Boulevard/Wornall intersection, the 75th Street/ Wornall intersection, the 79th Street/Wornall intersection, and the 85th/Holmes intersection. Because the railroad right-of-way already exists, the costs associated with developing the system will be less than if the right-of-way had still to be acquired.



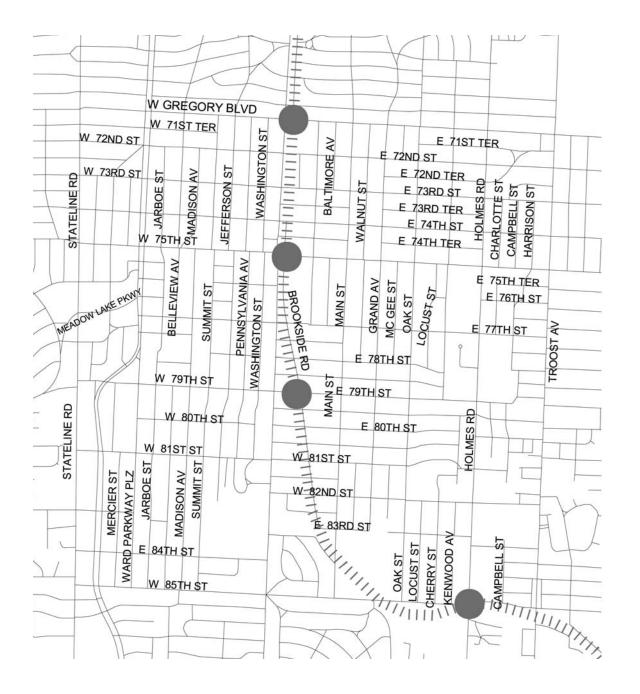
Proposed Light Rail System in Waldo 1995 MIS

Legend

Proposed Transit Station

Proposed Rail Alignment

Streets, Boulevards, and Parkways



Implications for Development

According to a study titled Light Rail Transit Development Corridor Analysis, the presence of the transit stations would have positive development implications for the Waldo area. In the vicinity of these stations, the light rail transit would attract and retain retail commercial uses along Wornall Road and 75th Street and would attract infill residential development to the east and west of Wornall Road. Light rail would also promote the reuse/ rehabilitation of buildings to retail commercial uses along Wornall and Brookside. With development concentrated around the transit stations, pedestrians will have improved access to retail centers, the CBD, regional entertainment centers, recreational facilities, and the airport. Furthermore, light rail transit will decrease vehicle traffic through the area while providing multi-modal linkages for commuters.

ATA Walking Path

The Kansas City Area Transportation Authority (ATA) is in the final stages of the development of a recreation trail along the Country Club streetcar right-of-way from Brush Creek to 85th Street. The trail is intended for use as a biking, walking, running, and hiking, and it will be an interim use until the ATA develops light rail transit along the Country Club corridor. The ATA and City sales tax money are financing construction of the trail.

Water & Sewer Infrastructure

Infrastructure, in the form of water and sewer lines, is an integral component of the health, safety, and general quality of life in Waldo. Without properly planned infrastructure improvements in this area, the livability of Waldo's neighborhoods and the viability of the commercial districts can be seriously eroded. In order for Waldo's organizations to have input into the prioritization of public improvements, water lines, and sewer lines were assessed by the line size to determine areas that are operating under capacity and areas that need upgrading .



Residents at the Trolley Track Trail Dedication.

"If only I could fix one thing....updating ageing infrastructure."

-from Waldo Community Meetings

Water Lines

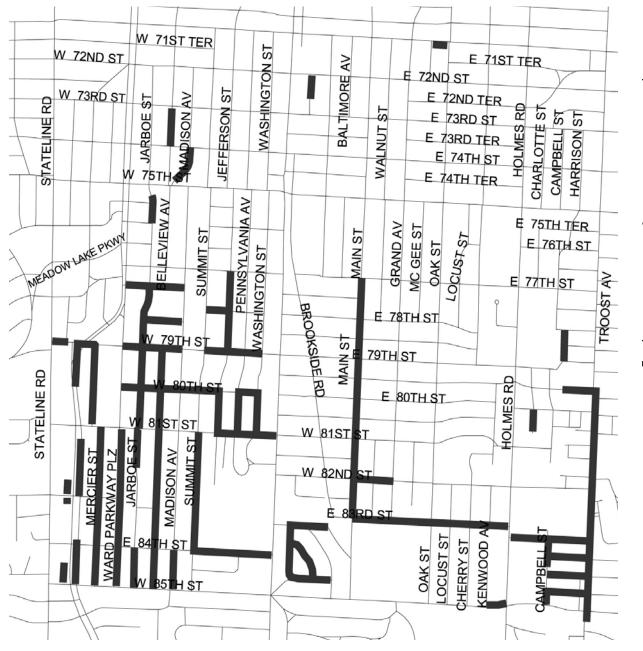
Level of Service

The Kansas City, Missouri, Water Department, with its pumping station at 75th Street and Holmes Road, provides water lines and service for the entire Waldo area. A separate water district named Ivanhoe Heights, formerly served the general area bounded by 81st Street, 83rd Street, Main Street, and Holmes Road; however, this district has since been incorporated into the Kansas City, Missouri, Water Department Service Area. The water lines in Waldo generally provide adequate water supply and pressure throughout the area.

The water distribution system is composed of the primary feeder lines and the secondary service lines. The feeder lines, which are 12 inches and larger in diameter, distribute large volumes of water and maintain the water pressure throughout the area. These feeder lines currently have adequate carrying capacity and are well-distributed throughout Waldo. The smaller service lines along the secondary streets are connected to the main feeder lines in order to transport water to each lot. The distribution lines should be at least 6 inches or 8 inches in diameter for adequate water carrying capacity. Lines that are 4 inches and smaller have inadequate carrying capacity for fire protection and should be replaced.

Problem Areas

As seen in the Water Line Map on the following page, there are two major areas of undersized distribution lines. Several lines smaller than 4 inches in diameter are located in the area west of Wornall and south of 77th Street. There is also a concentration of 1 1/2-inch and 2-inch lines in the area bounded by 83rd Street, 85th Street, Holmes Road, and Troost Avenue. These undersized lines are currently inadequate and require further review by the Water Department.



Waldo Water Lines: 4" & Under

Legend

— Streets, Boulevards & Parkways

Water Mains 4" and Under

Waldo Sewer Lines 12" & Over

Legend

Streets, Boulevards & Parkways
Storm Sewer Lines 12" & Over
Sanitary Sewer Lines 12" and Over
Both



In addition to the undersized lines, the age of some of the lines poses a problem for their future use. As the pipes age and consequently break, they may become useless. Two water lines that have frequent breaks are the lines along Main Street and Oak Street from 79th Street to 85th Street. The Water Department is studying water main failures to prioritize replacement of older mains that are failing.

Limitations to Development

The areas highlighted for potential redevelopment along Ward Parkway and Wornall are well-served by 12-inch and larger feeder lines, but many undersized distribution lines exist along Ward Parkway south of 79th Street. Because some of the existing distribution lines are deteriorating and are undersized in the area along Ward Parkway, the City will require new development projects throughout Waldo to construct 8-inch or 12-inch water lines, depending on the density of new development.

Future Water Service Planning Efforts

Currently, there is no established plan for new water line construction or major improvements in the Waldo area. However, the Water Department will repair water lines in response to line breakages and deterioration.

Sewer Lines

Level of Service/Problem Areas

The Kansas City, Missouri, Water Department provides sanitary and storm sewer service for the entire Waldo area. Waldo is currently well-served by both separate and combined sanitary and storm sewer lines over 12 inches in diameter, as these are the major lines for distribution throughout the area (see Map 8). However, the age of the lines and their consequent deterioration may cause the lines to become inadequate for future use. This is evident in the storm sewer lines east of Main, which are deteriorating and may not have adequate capacity for future development. While the size and location of the lines is a minor concern, it is this deterioration that poses the greatest threat to present and future development in Waldo.



Tower Park Water Tower

Another problem is the combined sanitary and storm sewers, which are mainly located east of Wornall. The quality and capacity of these lines is such that in the event that more dense development and redevelopment occurs, the combined sewers may overflow due to the increased volume of sewage and storm water runoff. The Water Department is currently studying methods to handle the combined sewer overflow through various treatment techniques.

Recent Sewer Improvement Projects

The City has undertaken some sewer projects within the last 10 years in order to improve storm drainage as well as sanitary sewer lines in Waldo. Open storm drainage channels, mainly in the southern part of Waldo, became a dumping ground for materials which would stop the natural drainage flow. To improve these open storm drainage channels, the City upgraded and reworked the sewer lines around 80th and Summit. The City also eliminated an overused pump station at 83rd and Wyoming by constructing a large sanitary sewer line along 83rd Street. This sewer line is adequate for serving much of the southwestern part of Waldo.

Limitations to Development

The areas highlighted for potential redevelopment along Ward Parkway and Wornall are wellserved for current and future development by sanitary sewer lines over 12 inches; however, some of the local streets off of these main thoroughfares may require the upgrading and expansion of smaller-sized lines if new development encroaches onto these adjacent streets. The storm sewer capacity in these same potential redevelopment areas is also adequate for existing development; however, future redevelopment with increased density may not be supported by the existing storm sewer line capacity. For this reason, the Public Works Department is generally requiring new development projects to provide on-site storm water detention instead of spending increasing amounts of money to upgrade and expand the storm sewer lines in order to achieve the increased storm water capacity.

Future Sewer Service Planning Efforts

The Water Department is in the process of developing a Storm Water Master Plan for the entire city. The Department will analyze each watershed of the city and will aggregate information in a comprehensive Storm Water Master Plan. Currently, there is no storm water master plan completed for Waldo, so the Department provides sewer improvements only in response to complaints in the area. The neighborhood can submit requests for sewer line improvements to the Public Improvements Advisory Committee, which administers City Sales Tax money for infrastructure improvements throughout the City. The Department does intend to study the Waldo area in the future and to incorporate information on line breakages and line capacity into the city-wide Storm Water Master Plan. Currently, water main replacement is development or failure driven.

Conclusions

The major underlying problem with the transportation infrastructure in Waldo is that the streets do not have the capacity to deal with peak rush hour demand. Basically, there are two approaches available to a City and local organizations who are attempting to solve transportation problems - increase the capacity of the transportation system or reduce the demand upon it.

There are number of ways of reducing the demand upon the transportation system. In Waldo, the only demand is upon the street network, since there is no rapid transit currently in place and the bus system is not operating at full capacity. Reducing this demand can be accomplished by increasing bus ridership, encouraging carpooling, and creating inviting pedestrian opportunities to encourage residents to walk to local retail establishments.



Portions of Waldo lack modern storm sewer infrastructure

Increasing capacity would be the most long-range approach for Waldo given the consistent history of traffic demand that moves through and around the area. Increasing capacity can be achieved a number of ways. First, new roads could be built. This is not a viable alternative for a land-locked urbanized area such as Waldo, however, since obtaining right-of-way would be far too expensive, if even possible.

A second alternative for increasing transportation capacity is to increase the capacity of existing major roads using access control plans, improved signalization at intersections, reversible lanes, turning lanes or grade separate intersections, for example. Increasing the capacity of existing major roads means, in effect, using them more efficiently.

Several studies could be completed to study how to move traffic more efficiently in Waldo, taking into account all modes of transportation. One study that needs to be completed, is along 79th Street from Ward Parkway to Wornall. This secondary arterial has become an alternate throughway between State Line and Wornall

for those wanting to avoid 75th Street. Currently, the road is only two lanes wide, with one lane each way. The required ROW width for a secondary arterial is 80 feet with 52 feet curb-to-curb of paved street width; however, 79th Street is only 26 feet curb-to-curb so the ROW and the paved street width would have to be doubled. The Public Works Department, with assistance from the City Planning and Development Department and the neighborhoods, should prepare a study of methods to alleviate traffic problems on 75th Street and 79th Street. The study should include the costs and impacts of widening 79th Street. Widening 79th could alleviate congestion on 75th Street, but could increase the amount and speed of traffic on 79th, which is primarily a low density residential area. Such an initiative could require substantial acquisition of residential properties, also vitally impacting the adjacent neighborhoods.

Perhaps one of the areas in most immediate need of a comprehensive transportation study, is Wornall Road Corridor. A 'corridor preservation' study along this important commercial corridor needs to be completed. 'Corridor preservation' involves managing development, traffic circulation and access, landscaping, and signage along major arterial roads. Corridor planning is more than just an attractive transportation concept; it is now mandatory under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). States and regional agencies are required to include corridor preservation in their longrange transportation strategies. Corridor preservation deals with not only with future corridors but also existing corridors, for which capacity needs to be maintained and for which development adjacent to the corridor needs to be improved, such as Wornall Road. Wornall is 4 lanes the entire Waldo length but varies from 41 feet to 48 feet in street surface width between Gregory and 85th Street. The gap between Wornall's current width and secondary arterial standards (52 feet curb-to-curb and 80 feet of ROW), in conjunction with the need for adding left turn lanes, makes street widening appear evident. While such an initiative could help to streamline traffic through the corridor and make adjacent traffic circulation more efficient, it could also serve to speed up traffic, which would be a very serious hazard on an already dangerous public street with prolific curb cuts. Such a dichotomy, is why a corridor preservation study with an emphasis on multi-modality and traffic calming needs to be done to determine how to solve these intricate problems.

There are several other methods by which the traffic efficiency in Waldo can be improved:

- ✓ Improve pedestrian signalization around high traffic zones. This approach would streamline the movement of people and automobiles by aiding both vehicular and pedestrian traffic flow.
- ✓ Complete an access and capacity study along Troost to determine how to increase access and capacity while maintaining the viability of all modes of transportation.
- Complete a follow-up study of the Ward Parkway Corridor Study to determine what improvements have been completed as outlined in the original plan and if some of the recommendations are still pertinent given the evolution of the Corridor in the last ten years and the manner in which elements have changed.
- ✓ Improve parking access and facilities where needed.
- Require traffic impact analyses, including all modes of transportation, as development occurs.



Making Waldo a more walkable community is important to the area's future development.

- ✓ Undertake comprehensive transportation studies and develop access control plans for major existing and emerging corridors.
- ✓ Encourage the development of a fixed Public transit corridor.
- ✓ Assist in the development of more dense catalytic development along Wornall Road and at key mixed use centers.
- ✓ Improve pedestrian connections to give People an alternate for walking short trips to schools, libraries, churches, and retail Establishments.

Another alternative for increasing transportation efficiency in Waldo, is improving the public transit system so as to attract rush hour drivers away from their cars. Public transportation can use the land devoted to moving people more efficiently than automobiles. Speaking in terms of capacity, the American Transit Association says that one rail track can move 70,000 persons an hour, an exclusive bus lane can carry 40,000 riders an hour. However, the cost of such systems has historically deterred many metropolitan areas.

The idea of subsidizing public transit has been a topic of much debate in urban areas. Taxpayers, one way or another, are paying and will continue to pay to move people around the city in their cars. Roads are not an amenity that is funded only by the users. Kansas City's 1996-1997 adopted budget includes approximately 9.5 million dollars for street maintenance and traffic control out of 13.1 million for the entire street and traffic operations. Most of this is paid for by local property tax receipts and local earnings tax, while state gasoline tax pays the rest.

Finally, and perhaps most importantly for Waldo, public transit serves a substantial element of the population that is too old or too young to drive, or which cannot afford or does not desire automobile transportation. Without public transportation many of these people would not be able to hold jobs. Waldo's aging population could benefit from improved transit services and pedestrian connections.

Existing Land Use & Zoning

Existing Land Use

Population demographics, housing characteristics, commercial development, and other factors affect the use of the land and the transportation system required to serve those uses. In large metropolitan areas, as well as the U.S. as a whole, it has become common practice to exercise some control over the private and public use of land, in order to avoid conflict in adjacent land uses and the potential depreciation of residential and commercial property. There are some conflicting land uses adjacent to each other in Waldo today. Much of this is due to historic land use patterns where industry located along railroad lines and residential areas grew up around them. Some of this is also due to changes in scale and intensity of commercial uses, which were once served by horse carts and pedestrian traffic, and now are served by semi-trailer trucks and automobiles. Yet, some more of the conflicts are due to zoning changes which were granted over the years before a long-range plan was in place to guide development in the area. Whatever the reason, the analysis of existing land uses in Waldo forms the basis for the land use recommendations that can guide future development in the area.

Residential Land Use

The Waldo area has predominantly residential land uses. Approximately 80% of the existing land use in Waldo is single family residential with 2½% of the land falling into the multifamily residential category, which is in-line with the Citywide figure of 2.1%. However, Waldo has a significantly higher portion of single-family residential land use than the City (79.9% versus 21.8%). This is because the City has so much vacant land, especially in the Northland, whereas Waldo is land-locked with very little vacant land (less than one percent). The associated figure shows all types of land use as a portion of the entire land use in Waldo as compared to the land use breakdown for the City.

The residential uses are mainly located in the interior of the area and not along commercial corridors, such as Troost Avenue and Wornall Road. According to the Neighborhood and Community Services Department and various Waldo planning participants, eight residential neighborhoods comprise a majority of the Waldo area. These include the following neighborhoods: Ward Parkway Homes, Here's

Waldo Existing Land Use

Legend

Streets, Boulevards & Parkways

No Data

Single Family Residential

Medium Density Residential

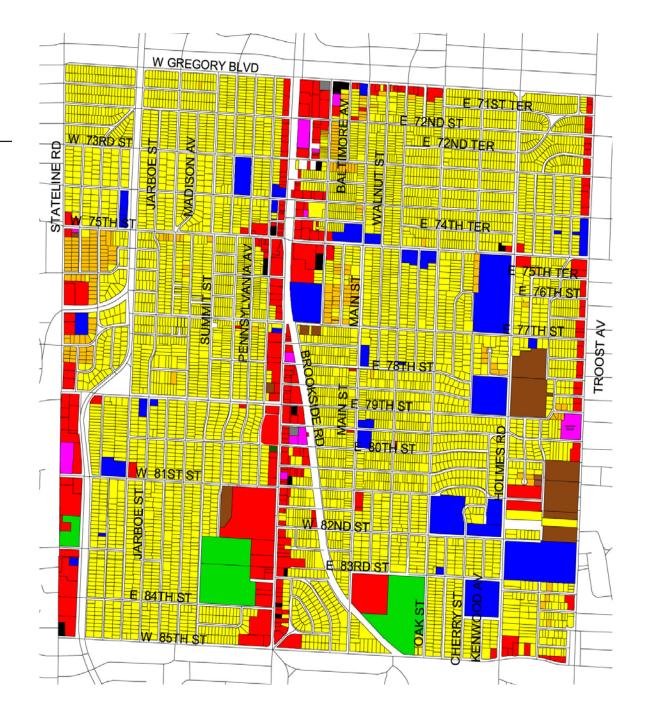
Multifamily Residential

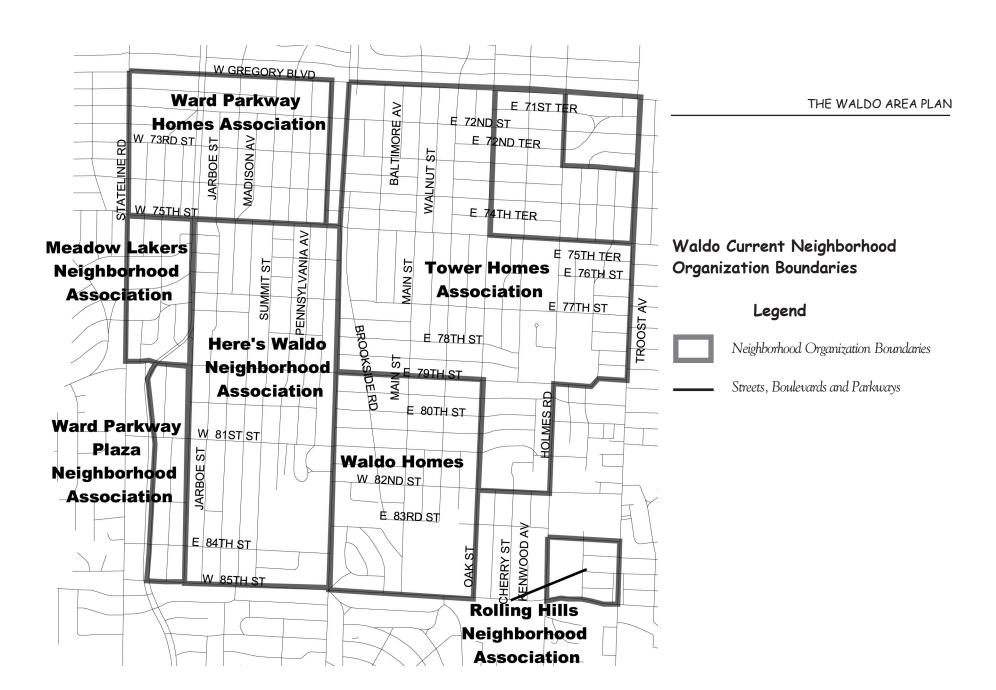
Commercial

Light Industrial

Institutional

Parks





EXISTING CONDITIONS



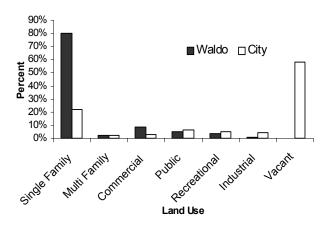
Ward Parkway Mall

Waldo, Tower Homes, Waldo Homes, Rockhill Gardens, Meadow Lakers, Ward Parkway Plaza, and Rolling Hills. The boundaries of these organizations can be rather fluid and tend to change over time so the boundaries reflected may not be applicable several years from now. The remaining residential areas in Waldo are not represented by formal neighborhood associations that are registered with the City.

Commercial Land Use

Waldo has a significantly higher portion of commercial land use than the City as a whole : 8.3% versus 2.8% respectively. Most of this commercial development is located along Wornall Road, a secondary arterial that supplies traffic and customers to the area. Roughly 75-80% of the commercial land use in Waldo is located along Wornall and is fairly evenly distributed throughout the corridor with a slightly extended commercial area at the 75th Street intersection. The nature of this commercial development along Wornall can be characterized by a good mix of services facilities and retail establishments.

Existing Land Use



The rest of the commercial land use is primarily located along Troost with small spots of various commercial land uses along State Line Road, Gregory Boulevard, and Holmes Road. The commercial development along Troost is also a good mix of various retail types and services.

The impact of commercial land use on residential areas in Waldo is one of the leading planning concerns. The major encroachment source is associated with the impact of liquororiented businesses (i.e. the proliferance of liquor licenses). Land uses that are oriented toward establishments which sell alcoholic beverages are of concern in Waldo because of the disruptive activity associated with such businesses. Of particular concern are those businesses that have 3:00 AM closing permits, which contribute a concentrated amount of activity and noise in the early morning hours when the adjacent residential areas are quiet. These encroachment issues adversely effect the quality-of-life that the residential areas enjoy, the economic activity that the commercial districts value, and the land use planning issues that the City deals with on a continual basis. This type of unwanted land use is a major concern for Waldo residents.

The establishments that sell alcoholic beverages are divided into categories for businesses that sell packaged liquor and for businesses that sell liquor by the drink. The categories include the following: 1) Package

Liquor - packaged liquor sold in grocery stores, liquor stores, convenience stores, and drug stores, 2) Beer Package - packaged beer sold in gas stations or bars, 3) Restaurant/Bar - liquor by the drink sold in restaurant/bars, 4) Beer/Wine - beer or wine by the drink sold in restaurants, and 5) Tavern/Night Club - liquor by the drink sold in bars or night clubs. The following table lists the number of establishments that sell alcohol according to the five categories.

Number of Liquor Licenses

Type of Business	Wornall Road	75th Street	85th Street	Troost Avenue	Other Streets	Total
Package Liquor	5	3	1	3	3	15
Beer Package	1	0	0	1	1	3
Restaurant/ Bar	11	2	3	2	3	21
Beer/Wine	1	0	0	1	2	4
Tavern/ Night Club	4	0	0	1	0	5
TOTAL	22	5	4	8	9	48

The impact of commercial land use on residential areas in Waldo is one of the leading planning concerns.

EXISTING CONDITIONS



Strong institutions in Waldo add to its sense of community.

There are a total of 48 establishments in Waldo that sell alcoholic beverages. Approximately 18 establishments sell package liquor and 30 establishments sell liquor by the drink. Of the 30 establishments that sell liquor by the drink, 4 restaurant/ bars and 1 tavern/night club have 3:00 AM closing permits. Over half of the liquor licenses in Waldo can be found along the Wornall Corridor. Of specific concern is the area around 75th and Wornall which is heavily concentrated with businesses that sell liquor by the drink. Approximately 12 of the 30 drinking establishments are located within two blocks of 75th and Wornall. These concentrations of businesses may create a negative impact on adjacent commercial and especially residential areas due to increased traffic and on-street parking demand in residential areas, as well as increased late-night noise in residential areas. This situation may decrease the viability of businesses that serve the neighborhood during the day. Any possible future increase in these businesses would tend to adversely affect the surrounding residential areas.

Institutional Land Use

Waldo has a smaller percent of land dedicated to public/institutional use than the City: 5.3% vs 6.2% respectively. Since churches and schools are included in this classification, the difference between these figures is due to the metropolitan effect of large college campuses which Waldo does not have.

Waldo has a relatively dispersed pattern of public and institutional land uses. While the Women's Christian Association property (Gillis Home) and Bingham School are the largest institutional uses along Wornall, there is not any significant clustering along the area's major corridors of this type of land use. Most of the public and private schools are located off of Wornall and other arterials. except for Bingham, which though located on Wornall, has no vehicular access from it. The vehicular access to Bingham is from 77th Street but pedestrian access to Wornall is possible. The one arterial that does have a significant clustering of public land uses is Holmes. Several institutions have located

there: Beth Israel Abraham Jewish Temple, Robeson Classical Greek Academy, Church of Jesus Christ of Latter Day Saints, and South Broadland Presbyterian Church.

There is a significant amount of concern among City staff and area residents regarding pedestrian circulation between public/ institutional land uses, residential land uses, and the heavy traffic generated by commercial areas next to schools. Christ the King School, in particular was noted as needing flashing school lights at the 85th Street intersection to indicate the school speed zone for children crossing the street. Other schools that were noted as needing additional pedestrian safety measures to bridge adjoining land uses and make crossing safe where nearby commercial activity generates high traffic volume, were Bingham School at 77th and Wornall and Calvary Lutheran School at 75th and Oak. The relationship of pedestrian circulation between these land uses is a significant planning concern for future public/ institutional land use planning.

Industrial Land Use

Industrial land use as a portion of total land use in Waldo is quite low. As compared to the city, a significantly lower percent of land in Waldo is dedicated to industrial and manufacturing types of activity: 4.1% versus 0.8% respectively. This is due to the lack of appropriate land in Waldo to dedicate to such uses and the proximity of widespread residential land use in the area.

The existing industrial land uses are concentrated in two areas located east of Wornall. One area, near Central and Wyandotte Streets around 72nd and 73rd Streets, is currently zoned Districts M-1 and M-2a, which permit light industrial and heavy industrial uses. The other area, between Wornall and the railroad tracks from 77th Street to 80th Terrace, is currently zoned District M-1, which permits light industrial uses. Commercial uses are mixed in with the industrial uses in these two areas; however, the area along the railroad tracks from 77th Street to 80th Terrace remains substantially industrial in nature.



Sunnyside Park is an example of Waldo's recreational amenities

Recreational Land Use

Waldo has slightly less recreational land (1.8% less) than the city as a percent of total usable land. This is due to the metropolitan effect of large regional parks which Waldo does not have within its planning boundaries. The open space in the ATA right-of-way that is being developed as a pedestrian/biking trail is not calculated in this ratio of land use but should be recognized as a significant park land use that serves to add to the livability of the entire Waldo area.

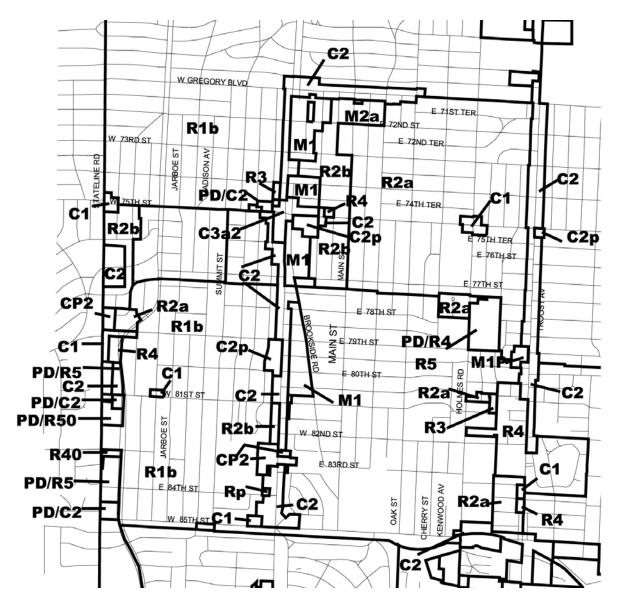
The northwest portion of the Waldo area is lacking in parks, but other than that, Waldo has a good distribution of parkland and open space. Two neighborhood parks and one community park can be found in Waldo: Tower Park, South Oak Park, and Sunnyside Park. Two regional parks that are accessible to Waldo are Swope Park and Longview Lake. At this time, Waldo does not critically need any additional parkland.

Existing Zoning

The Waldo area has a variety of zoning districts, including residential districts, commercial districts, industrial districts, office districts, and parking districts. The residential districts generally fall within the interior of the area; the commercial districts are located along the arterials on the periphery; the industrial districts are located along the railroad right-of-way; the office districts are located along the planned commercial and high density residential corridors; and the parking districts are located adjacent to local retail business districts. For the most part, the zoning districts coincide with the existing land use, except for a few areas on the east side of Wornall.

Residential Zoning

The majority of Waldo is zoned residential. Specifically, the R-1b single-family zoning district comprises much of the northwestern and southern portions of the area. This is the only single-family zoning district in the area. The two-family zoning districts, R-2a and R-



Waldo Zoning Boundaries

Legend-Zoning Categories

R1b	One Family Dwelling District
R2a	Two-Family Dwelling District
	(low density)
R2b	Two Family Dwelling District
R4	Low Apartment District
R5P	Planned High Apartment District
C1	Neighborhood Retail Business Distric
C2	Local Business District
C3a2	Intermediate Business District
PDC2	Planned Local Business District
C2P	Planned Local Business District
M1	Light Industrial District

2b, comprise a smaller portion of the area. These zoning districts are mainly located north of 77th Street and east of Wornall Road and 77th Street between Wornall Road and Ward Parkway. There are also small pockets of District R-3, low apartments and low density residential, distributed along the commercial corridors, as well as District R-4, low apartments, located both west of Troost Avenue and east of Wornall Road. The R-5 high apartment districts are located immediately west of Ward Parkway and near 78th and Holmes.

In comparing the current zoning to current land use, there are a couple of areas where the zoning would allow higher density residential development pattern than is reflected in the current land use. Two of these areas are rather large and are zoned R2a and R2b. One is bounded by 77th Street on the south, Gregory on the north, Wornall on the west, and Troost on the east. The other area is zoned R2a and R2b and is located north of 77th Street between Ward Parkway and Wornall. In looking at the future land use, these areas are designated as 'low density residential' in the future land use map and downzoning might be appropriate if there are not too many uses that would be non-conforming.

There are also two areas on the east side of Wornall near 85th Street where the proposed land use does not coincide with the existing zoning. There is an area near the northeast quadrant of the 85th and Wornall intersection where it is zoned R1b and the land is currently being used as such. However, this area is designated in the future land use map as a potential mixed use area where residential and commercial redevelopment can be combined into a 'development unit' or a planned community type of development. Since this area has been identified as a potential redevelopment area, any development for this site will need to conform with this plan and have appropriate zoning in place. That zoning would be some type of planned district with design guidelines that would designate the appropriate type and configuration of mixed use. The other area is just to the north between Wornall and Brookside Road. This area is also zoned R1b; however, the land is proposed to be used for medium density residential to serve as a transition between the existing residential land use to the east and the commercial development along Wornall.

Commercial Zoning

The commercially zoned areas are located along the primary and secondary arterials, mainly along Gregory Boulevard, 75th Street, Troost Avenue, Wornall Road, and State Line Road. These commercial zones range from neighborhood and local retail business to more intense intermediate business at the intersection of 75th and Wornall. The higher intensity commercial zoning districts tend to be located near the industrial zoning districts along Wornall Road.

Most of the commercially zoned land in Waldo is reflected in the existing and future land use. There is some spot zoning in the middle of the residential neighborhoods where there is currently commercial development. The proposed land use in these areas shows low density residential since all the surrounding lots are residential and continued commercial uses at these locations would be detrimental to nearby residential uses due to the impact of traffic on the surrounding area, inadequate commercial parking, the incompatibility of land uses, etc.

Industrial Zoning

The industrially zoned areas are located mainly along the railroad tracks immediately to the east of Wornall Road. The areas zoned District M-1, which permits light industrial uses, are all adjacent to residential areas east of Wornall Road. There is only one small area zoned for heavy industrial uses, and this area is entirely surrounded by light industrial zoning.

The largest area where the zoning and land use does not coincide is in an area east of Wornall that is zoned light industrial (M1 and M2a). This light industrially zoned land on the east side of Wornall between Gregory Boulevard and 77th Street is currently being used as retail, residential, office, and some light industrial. Furthermore, this area is recommended for 'Retail/Office' in the proposed land use. In order to protect the residential land uses and the adjacent commercial land uses from any possible future industrial use of the property, it would be logical to organize the property owners to petition for a downzoning of the area and to assist non-conforming uses in obtaining a Certificate of Legal Non-conforming Use (CLNU).



The industrially zoned areas within Waldo help to keep the community diverse.

EXISTING CONDITIONS



The Sprint Office Building on State Line Road.

There is another area where the zoning is light industrial and the existing land use is predominantly retail. This area is between Wornall and Brookside Road around 81st Street. However, this area is different from the previously described area, in that the plan calls for it to remain a mix of light industrial and retail.

Office Zoning

A small portion of the Waldo area is zoned for office use. This includes the R-4O and R-5O zoning districts, which allow both apartments and administrative offices. These zoning districts are located between Ward Parkway and State Line Road, and generally adjacent to commercial zoning districts.

There is some existing office land use in commercially zoned areas, since office types of land use are allowed, according to the Zoning Ordinance, in most commercially zoned districts. As a result of this zoning procedure, this plan does not differentiate between office and retail, but rather combines the two classifications.

Automobile Parking Zoning

The Waldo area also has two automobile parking zones, District R-P, both located in the vicinity of 84th and Wornall Road. The intent of the automobile parking zone is to accommodate offstreet parking in older areas of the city and keep parking out of the residentially zoned areas. The parking zones are located adjacent to local retail business zones in order to alleviate parking problems associated with commercial uses. While there is no paved parking indicated on the existing land use map, there is limited paved parking incorporated into the commercial developments along Wornall, 75th Street, Ward Parkway, State Line, and Troost. Parking should be integrated on-site into any proposed development plan; thus there is no paved parking classification delineated in the proposed land use for Waldo.

Conclusions

There are several methods that can alleviate the discrepancies between zoning and land use in Waldo. First, encouraging neighborhoods and business owners to downzone, where appropriate, would be an on-going process that could significantly aid this initiative. Secondly, as opportunities arise, commercial spot zones in residential areas need to be downzoned. Finally, the integration of zoning and land use categories to allow for a greater mix of uses in certain areas would significantly add to the urban experience of Waldo, if used in conjunction with urban design guidelines set forth in this plan.

Urban Design Characteristics

Urban Design is the study of how cities are designed and how the elements of a city relate to each other across the urban landscape. These elements include: water features, open space, pedestrian circulation, transportation systems, commercial activity centers, cultural hubs, and linkages that tie elements together. All of these elements compromise urban design, and it is through development that these elements are expressed.

A City Plan for Urban Design was approved by the City Plan Commission in 1991 and acts as a tool to guide city staff in the decisionmaking process towards quality urban design and development. Most elements of A City Plan for Urban Design were incorporated into FOCUS Kansas City, and adopted by City council. One of the FOCUS component plans, the Citywide Physical Framework Plan recommends that design guidelines should be implemented and adopted as the basis for recommendations to the City Planning Commission and City Council to direct the form and quality of development. This section of the Waldo Planning Area Plan works in conjunction with **FOCUS** to present a vision for the form of Waldo's future urban landscape. This vision focuses on the primary attributes of Waldo, the features of Waldo that people most love, the policies that can improve these attributes, and how to use urban design to improve these attributes. This plan realizes the value of quality urban design and, as a result, contains urban design guidelines for several important reasons:

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Urban Design is the study of how cities are designed and how the elements of a city relate to each other across the urban landscape.

- ✓ Sensitive urban design and development policies can enhance livability and quality of life in Waldo.
- ✓ Good urban design and quality development increase property values and therefore tax revenues.
- ✓ Good urban design and quality development encourage private sector investment in Waldo.
- ✓ Good urban design and quality development have been demanded by Waldo's residents, property owners, business owners, and local organizations.
- ✓ Good urban design and quality development are achievable as the city uses its financial resources, its regulatory decisions, its strategic policy decisions, and its own design decisions on public projects to influence private development in Waldo.

Urban form in Waldo does not invoke the same response from all the people that live, shop, own property, or drive through Waldo. People who don't live in Waldo think differently of Waldo than those who do. Even among Waldo's residents there are different images that are conjured up in a discussion of the physical form of Waldo's landscape. Some people envision the existing commercial corridor of Wornall, some envision the pleasant residential neighborhoods, still others envision what Waldo could look like in 10 or 20 years. Most of Waldo's residents and Kansas Citians alike are familiar with what Waldo currently looks like.

The major elements contributing to Waldo's sense of place and forming the urban character of the area include:

- ✓ The Transportation Network
- ✓ Strong Mixed Use Centers
- ✓ Historic Features and Structures
- ✓ Quality of Life Amenities
- ✓ Image/Sense of Identity

These strong urban elements, as well as stable, well-maintained neighborhoods that connect to neighborhood retail areas, contribute to the character and ambiance of the Waldo area. It is this collective value of Waldo's character that this plan seeks to reinforce as Waldo continues to evolve.

The Transportation Network

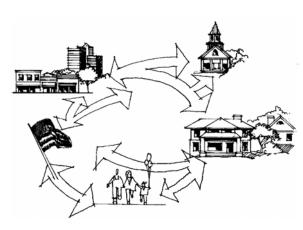
The framework of transportation routes is the basic form around which the Waldo area is organized. Arterials, such as Ward Parkway, Wornall Road, Holmes Road, and Troost Avenue, provide the major north-south corridors on which vehicles travel through and around Waldo, while Gregory Boulevard, 75th Street, and 85th Street, function as the major east-west connectors in Waldo. Some of the roadways are attractive, serve all modes of transportation, and contribute to the character of the area. Other roadways, because of lack of integration of all modes of transportation, confusing and excessive signage, and lack of streetscape, do not contribute to good urban design in Waldo. The high visibility and high usage of these

transportation ways have created a need to develop the transportation framework as a coherent, attractive, and unifying influence on Waldo.

Strong Mixed Use Centers

A mixed use center is a centralized location where there is a high density focus of activity and a diversity of uses, which allows the center to be relatively self-sufficient in providing living, working, and entertainment opportunities. The core of the center is generally retail and office use surrounded by low and moderate density residential uses. The Waldo area has two major designated mixed use centers.

One significant mixed use center is located around 75th and Wornall. This area is considered a neighborhood mixed use center for the following reasons: 1) it is near the center of the entire Waldo area, and people perceive the area as the commercial core of Waldo, 2) it consists of dense retail commercial and service uses, office uses, light industrial uses, institutional uses, and low and



The neighborhoods within Waldo define their boundaries according to the neighborhood association.

moderate density residential uses, and 3) because of the diversity of uses, it can be a relatively self-sufficient area. This intersection has undergone some significant transformation in the last several years. The Osco store has been relocated several hundred feet east of its original site, in order to provide more green space and parking at the intersection. There is now a mini park and a new brick monument informing visitors they have entered Waldo at this intersection. The KCATA trail will soon extend past 75th Street which should provide some additional pedestrian traffic at this intersection, further strengthening the commercial center. These are just the first steps towards making Waldo more attractive for the location of businesses and user-friendly for patrons of this neighborhood mixed use center.

The other major mixed use center is located around 85th Street and Ward Parkway. This area is considered a major center of activity for the following reasons: 1) it is anchored by a shopping center and dense office uses and is surrounded by low density residential uses, and 2) with the retail commercial, office,

and residential uses, it can be a relatively selfsufficient area. Developers should focus new development at these designated mixed use centers and should create more pedestrianfriendly connections in order to improve their sustainability.

Historic Features & Structures

Waldo is on the edge of the urban core area in Kansas City. With its older areas and historic structures and with the potential for infill development and redevelopment, there are many opportunities to strengthen to the area. There are several historical structures and architecturally significant structures which give Waldo a historic and small town character. In addition to the many houses and estates which were constructed near the turn of the century, the Waldo area has two structures that are listed on the National Register of Historic Places. These two structures are the Waldo Water Tower, located at 75th and Holmes and constructed between 1919 and 1920, and the Alexander Majors Residence, located at 8145 State Line Road and constructed between 1856 and 1858. Two other buildings in Waldo are recognized for their architectural significance by the Kansas City Chapter of the American Institute of Architects. These two buildings include the Shalom Plaza Apartments, located at 7777 Holmes, and Bingham Junior High School, located at 7618 Wyandotte. The historic and architecturally significant structures are distributed throughout the Waldo area, and thus, help to improve the image of the entire area.

Quality of Life Amenities

The Waldo area has active neighborhood associations which pride themselves on increasing the identity of the neighborhoods, on maintaining and improving the open spaces throughout the area, and on promoting quality design in development and along roadways. The neighborhoods within Waldo define their boundaries according to the neighborhood associations. In order to improve the definition of the neighborhoods and to sharpen each neighborhood could place entry markers or monument signs at the entryways of the neighborhood.

There are several open space areas located throughout Waldo, and these open spaces improve the beauty of the area, while at the same time provide recreational areas for children and adults alike. The major public open spaces are city parks, which are mainly located south of 75th Street. These parks provide both active and passive recreational areas. In addition to city parks and the benefits that they provide, Waldo has several schools that have both soft and hard surfaced open space areas. These, too, provide smaller open space areas scattered throughout the neighborhood and could improve the urban environment of Waldo.

One major urban design feature that can both detract from and add to the Waldo area is signage. There are areas throughout Waldo where the signage is cluttered, larger than scale, and unattractive. There is a large concentration of billboards in the vicinity of 75th and Wornall, 83rd to 85th on Wornall, and 75th to 77th on Troost. These areas have several large advertising billboards that are nearly as tall as some of the surrounding buildings. Another area in Waldo with cluttered and unattractive signage is from 77th to 85th on Wornall. The



Final construction on the Trolley Track Trail.

signage at this location is large and out of scale with building size, includes pylon signs which are constructed of wood or other unstable materials, and signs are spaced closely together so that it is difficult for motorists to focus on one sign. The signage at all of these areas collectively detracts from the visibility and image of Waldo. There are two areas, however, where the signage enhances the small town atmosphere and character of Waldo. One area is located along Gregory Boulevard and the other area is located immediately north of 75th Street on Broadway. These two areas have signage that is small in scale compared to building size and that is consistent and uniform in design and construction.

Image/Sense of Identity

The visual image of Waldo is both positive and negative. The distinct types of architecture and older residential structures give Waldo a sense of history. The small pedestrian-friendly shops with awnings located along Gregory and Broadway generate a feeling of living in a small town, yet a diversity of businesses provide the benefits and amenities of living in a complex

urban area. There are, however, a few design features that contribute to a negative image of the area. The number and clutter of signage along the commercial corridors, inappropriately large billboard signs at key Waldo entry points, the lack of landscaping and trees along these corridors, the noticeable traffic congestion, street litter and debris, and the inadequate street lighting, all create a negative visual image.

Conclusions

Each of the issues noted above, including transportation ways, hubs of activity, preserving the heart of the city, quality of life, and image, have implications for urban design guidelines for the Waldo area. The need for additional parking areas would require urban design guidelines to encourage landscaping and pedestrian connections in and through parking areas in order to buffer the areas from adjacent residential areas, while at the same time provide improved access for pedestrians to reach businesses. The inability of pedestrians to cross major streets and the increased traffic congestion in the commercial corridor would prompt guidelines that encourage new

development to be concentrated at the mixed use centers with pedestrian paths and crosswalks in and around them. With distinct styles of architecture and historic structures throughout Waldo, there should be guidelines that encourage the preservation of historic structures, as well as specific building and architectural guidelines that ensure that infill housing and new development are coherent and compatible with existing development. In addition, there should be design guidelines that encourage landscaping and streetscaping in order to beautify new development. In an effort to improve the image and visual environment of the area, design guidelines should also encourage the placement of neighborhood entry markers and plantings at the edges of the neighborhoods, the preservation and maintenance of open spaces, and the reduction of signage and more consistent signage. As a cumulative effort towards implementing all these initiatives, recommendations have been developed based on design concepts from the citywide master plan, FOCUS Kansas City and design guidelines are included as an appendix of the plan (see Section IV).

Chapter 3: Recommendations

The next section provides implementation recommendations. There are three subsections:

- ✗ FOCUS Initiatives & Applications;
- ✗ Phased Development Scenarios;
- * Proposed Land Use.

FOCUS Initiatives & Applications

The actions and initiatives of the seven component plans of FOCUS are linked through twelve interconnected strategies, called the FOCUS Building Blocks. These strategies provide us with a guide for directing decisions, investments and community action in Waldo over the next 25 years. The following initiatives and applications are founded upon actions outlined in each of the building blocks as they relate to Waldo. This first section of Waldo's recommendations offers a framework for change based on several FOCUS Building Blocks. The second section of Waldo's recommendations offer more specific prescriptions dealing predominantly with land use and based on **FOCUS** applications. The following is a summary of the framework of initiatives and applications offered by FOCUS in the context of Waldo.



"If only I could fix one thing...fewer signs...
plant trees along 75th Street... and develop a
consistent visual theme."
-from Waldo Neighborhood Assessment

FOCUS Framework Network

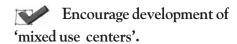
Building Block	Initiatives
Quality Places to Live and Work	1) Encourage Development of Mixed-Use Centers.
Neighborhood Livability	 Encourage Neighborhood Assessments. Acellerate the Identification & Evaluation of Historic Resources. Improve Housing Quality & Variety. Improve Neighborhood Safety. Protect Neighborhoods From Unwanted Land Uses. Market Waldo's Rich Hertiage of Neighborhoods.
City Life	 8) Encourage Involvement of Community Anchors. 9) Promote Multi-Modal Development Patterns; 10) Target Incentives to Areas Where Culture is Valued & Preserved.
FOCUS Centers & Community Development Catalysts	11) Develop a FOCUS Center.12) Encourage Community Development Catalysts.
Competitive Economy & Investing in Critical Resources	13) Promote a Beneficial Nature of Mixed Land Use Situation to Businesses & Residents.14) Community Impact Analysis Process.
Connecting Corridors & Moving About the City	 Promote Transit as a multi-modal integrated transportation system. Improve & Expand pedestrian linkages/amenities. Develop a bikeway system that serves commuter and recreational travel. Increase the efficiency of the current transportation system through improved transportation management. Encourage Neighborhood-Oriented Design & Infrastructure Improvements. Develop Multi-Modal Mixed-Use Centers as part of an Integrated Multi-Modal Network. Encourage Development of Public/Private Initiatives to Fund Public Improvements.

Quality Places to Live & Work

FOCUS emphasizes connections - connecting people to places, people to each other and our past to our future. Based on this primary initiative, FOCUS offers a broad framework for development and redevelopment from which general development applications are given for Waldo; striving to transform Waldo into a connected neighborhood where business and residents live and thrive together towards common goals with positive strategies. The "Quality Places to Live and Work" building block provides guidelines to ensure development in Waldo will establish a good relationship between Waldo residents and the various physical elements in Waldo, including residential and commercial areas, activity centers, landmarks, corridors, and others. There are several component plans of **FOCUS** that provide strategic land use planning guidelines, address the future character of growth, development and redevelopment as well as capital needs of the City, based on this building block. A large amount of the land use and development pattern recommendations are centered around the proposal of a multimodal transit system, so many of the initiatives for land development are oriented towards the goal of connectedness.

Initiatives for Waldo

Waldo falls within the boundaries of the 'Southwest Corridor Urbanized Area' as identified in the Citywide Physical Framework Plan. Located along the city's western edge, this area encompasses many mixed-use and residential districts, including much of J.C. Nichols Country Club District, Westport, the Ward Parkway Shopping Center, and Waldo. Although infill and redevelopment opportunities exist, some of Waldo is in need of ongoing maintenance and conservation. This area should be a high priority area for investment according to the plan.



FOCUS Urban Core Plan provides guidelines for the development of 'Mixed Use Centers' which are land uses that combine retail commercial, office, and other services and



amenities in one cluster of development. The *Urban Core* component plan provides a framework for the development of these types of nodes. The *FOCUS Citywide Physical Framework Plan* identifies specific types of mixed use nodes in Waldo which are explained later in this section.

Applications to Waldo

In the Citywide Physical Framework Plan and the Neighborhood Prototypes Plan, FOCUS outlines some specific applications that are relative to Waldo and deal with zoning, infrastructure, urban design, and neighborhood livability.

Revise the City's Zoning Ordinance to coincide with the new development concepts promoted by FOCUS

This action step is especially imperative to Waldo given the historic distribution of incompatible land uses adjacent to one another.

Specific Actions



Zoning Changes

One of the ways that plan initiatives can be applied in the Waldo area is through the use of zoning. Zoning recommendations can be a significant tool that reinforces the proposed land use which will ultimately affect infrastructure, parking, liquor control and urban design recommendations as well. Recommendations are categorized by general land use and are outlined in the 'Proposed Land Use' section of the plan. Also, updating the Zoning Ordinance with a landscaping ordinance and signage ordinance that reflect FOCUS concepts is an initiative of significant importance.

Strengthen and reinforce viable mixed use centers

There are three types of mixed use nodes identified in FOCUS: small neighborhood (small businesses - local clientele), neighborhood (medium-size businesses - community clientele), and multi-neighborhood (corporate-

size businesses - regional clientele). In Waldo, there are already an appropriate number of small neighborhood nodes which adequately serve local residents and the opportunities for the development of nodes as multi-neighborhood centers are quite limited due to the land required for such a center. The nearest multineighborhood center is the Ward Parkway Mall between 85th and 88th Streets on Ward Parkway. This center sufficiently serves Waldo and the surrounding area.

Multi-neighborhood Mixed-use Centers

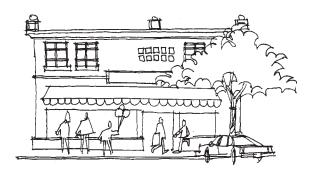
With major land use attractions such as hotels, regional shopping, cultural facilities, major office developments, hospitals and colleges/universities, and residential densities greater than 20 units an acre. The Ward Parkway Mall between 85th Street and 88th Street at the southwest corner of Waldo, is identified as a Multi-neighborhood Mixeduse Centers and has a significant effect on Waldo's development patterns in that area, even though this center falls just outside of the Waldo planning area. This area should continue to develop as an auto-oriented center.

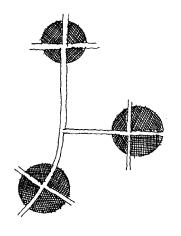


Neighborhood Mixed-use Centers

These centers are less intense than regional centers and are characterized by residential densities greater than 14 units per acre, cultural facilities, medical and professional offices, and financial institutions. The 75th and Wornall intersection is an excellent example of this type of hub and should be encouraged to continue developing and strengthening as a mixed use node. Due to the traffic issues, market demand, and the need to protect the surrounding neighborhood, there are not any opportunities for additional nodes on this type in Waldo. However, there are opportunities to strengthen this node with the existing commercial land that is available.

Neighborhood Mixed Use Centers serve several nearby neighborhoods and offer greater vehicular and transit access. They similarly offer an expanded range of services that might include larger scale operations such as midsized grocery stores and pharmacies as well as expanded office and professional services such as banks, doctor's offices and low-rise office buildings. They can also include a small range





of light industrial applications that are not noxious to the surrounding neighborhoods but provide job opportunities for residents.

Develop quality design standards to promote physical connections and a 'sense of place' in mixed use districts.

This can be accomplished by integrating new commercial development with the character, scale and style of the surrounding neighborhood, while retaining the commercial design of the building. Design guidelines need to strive towards site and building design that create pedestrian pathways (on-site and connecting the site), as well as well-planned landscaping, parking configuration, building mass and other development elements.

FOCUS: Physical Framework Plan recommends that design guidelines should be implemented and adopted as the basis for recommendations to the City Planning Commission and City Council to direct the form and quality of development. Towards this goal, the City Development Department recognizes several key urban design issues in the Waldo area.

Through an analysis of the existing area, as well as the analysis of proposed future buildings in Waldo and input from local organizations, the following urban design issues arise:

- 1. Buffering adjacent incompatible land uses to protect residential areas.
- 2. Encouraging landscaping of buildings, parking, and storage areas.
- 3. Improving parking features and minimizing the visual impact.
- 4. Enforcing setbacks between incompatible land uses in relationship to the existing buildings, the public right-of-way, and adjacent uses.
- 5. Integrating the physical placement and architecture of new buildings into the surrounding area.
- 6. Coordinating the design and placement of commercial signage.

THE WALDO AREA PLAN

- 7. Designing the roadways to improve circulation and access while minimizing impact.
- 8. Enhancing pedestrian linkages between retail and residential uses and to Public transit.
- 9. Integrating infill housing in a consistent manner with adjacent housing.

Based on these overriding issues, urban design guidelines are proposed for Waldo and can be found in Section IV on this plan.

Specific Actions: Enforce Urban Design Guidelines.

Most of Waldo's residents and Kansas Citians alike are familiar with what Waldo currently looks like and how it functions. The pressing question now is what do people want Waldo to look like in the future and how do they want it to function. For the commercial areas of Waldo, some residents and business owners

envision a pedestrian-friendly shopping area enriched with tree-lined streets, pedestrian linkages, well-landscaped parking, and various other amenities. In the residential areas, others envision well-maintained historically sensitive homes located within walking distance of the neighborhood shopping areas and public transportation. Collectively, all of these images make up Waldo and create the ambiance of an area that needs firm planning policy in place to preserve it.

Neighborhood Livability

Livable neighborhoods connect people both physically and socially. There are several elements that give a neighborhood identity and make it unique: physical character, residents and history. In a livable neighborhood, the houses are in good condition, the residents are healthy, productive, and responsible citizens, the physical infrastructure is in good condition, and services are readily available and accessible. There are four primary component plans of **FOCUS** that significantly address residential land use issues from a neighborhood perspective: the **Neighborhood Prototypes Plan**, the **Urban**



RECOMMENDATIONS

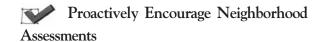


Citizens discussing issues at the Waldo Neighborhood Assessment

Core Plan, the Preservation Plan, and the Human Investment Plan. These plans call for linking activity centers, reaffirming neighborhoods, enhancing urban amenities, recognizing culture as commerce, attracting good businesses, citizens, and jobs, in addition to outlining strategies for revitalizing and sustaining neighborhoods. The plans also provide a framework for goal-setting, resource evaluation, and implementation initiatives for the historic preservation and reinforcement of Waldo's residential neighborhoods.

Initiatives for Waldo

The Neighborhood Prototypes Plan of FOCUS is the main component plan that deals with aspirations, initiatives, and actions for the residential areas of Kansas City. This plan delineates three main aspirations: connectedness, identity, and responsiveness. These elements are integral in creating and maintaining a sustainable neighborhood.



There are four areas typified in FOCUS (Neighborhood Prototypes Plan) that describe residential areas in Kansas City. The four areas are identified as Developing Areas, Conservation Areas, Stabilization Areas, and Redevelopment Areas, and each description suggests what actions each of the areas needs to follow to become viable or stay healthy. Each area provides unique opportunities and issues; and these conditions should not be seen as stagnant, but as a beginning point from which the neighborhood can move forward to achieve a high quality of life through a continuous improvement process. Using this framework, the Neighborhood Prototypes Plan further describes the conditions in each of the four area types. The conditions described are based on an evaluation of a variety of citywide factors including physical, social and economic considerations. Through the self-assessment process neighborhoods would classify themselves as one of the four types of neighborhoods. This evaluation process, called 'Neighborhood (Strategic) Assessment', is one of the first FOCUS initiatives listed in the Neighborhood Prototypes Plan that is aimed at bringing a neighborhood closer to the three aspirations of the plan: connectedness, identity, and responsiveness, which are integral components of any livable residential area.

Accelerate the Identification and **Evaluation of Historic Resources to Facilitate** Planning and Compliance with Federal, State, and Local Regulatory Processes

A major component of historic preservation efforts in Kansas City is the on-going identification and evaluation of historic resources through surveys. Effective preservation planning takes place when there is sufficient knowledge of the number, location, and significance of standing resources. This knowledge can be used in a variety of ways: to protect significant resources from demolition and unsympathetic alteration; to determine the location and distribution of resources for planning, development and incentive programs; and to establish funding priorities for further evaluation and protection efforts.

Improve Housing Quality and Variety

Housing quality and diversity are critical to the success of a neighborhood. Poor quality structures and lack of diverse housing opportunities limit the mobility of residents and the choices where individuals can and want to live. Strategies targeted at improving housing conditions must be sensitive to the residents, renter and owner, in particular areas on Waldo. Housing conditions can vary widely among owner- occupied or renter-occupied areas, and evidence in many neighborhoods proves that home ownership does not necessarily ensure high or responsible maintenance. Waldo currently has only one neighborhood where there is a low portion of owner-occupied housing as compared to the City average.



Improve Neighborhood Safety

Personal safety, whether a factual or perceptual issue, is a driving consideration behind the actions and choices of many people within any community. This premise emphasizes the need

THE WALDO AREA PLAN



Providing housing options for residents has been identified as a priority within Waldo.

"Creating policies and guidelines...protect neighbors from unwanted land uses... improving the quality of life and neighborhood livability in Waldo."

to recreate safe neighborhoods through design, interaction, familiarity, and police/community partnerships. Street widths and turning widths that slow traffic, adequate street and house lighting are all elements that can make areas safer. Stabilization areas might form or support neighborhood patrol and crime watch programs while Conservation areas may incorporate design guidelines that eliminate hiding places, walls, gates, and dead-end streets.

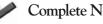
Protect community residents from unwanted land uses.

An issue of over-riding concern in Waldo is the proliferance of liquor licenses. Creating policies and guidelines that would protect neighbors from unwanted land uses such as this would serve as a base for improving the quality of life and neighborhood livability in Waldo.

Market Waldo's rich heritage of neighborhoods

Promoting the value and richness of Waldo's neighborhoods is a significant part of ensuring sustained future growth for the area. Throughout the metropolitan area, Waldo offers one of the widest variety of housing options as well as intangible qualities like identity, culture and community - all marketable assets. Waldo's neighborhoods are competitive in character, price and quality with housing in every part of the city and the metropolitan area as a whole.

Applications to Waldo



Complete Neighborhood Assessments.

Strategic assessment operates on the concept that neighborhoods are the best authorities to evaluate their strengths and needs, and to direct their own futures. Strategic assessment is the first step for Waldo neighborhoods to identify themselves within the framework of the area descriptions presented in the last

section. It also provides an opportunity to tailor short and long-range strategies that are unique to each neighborhoods' assets and challenges. Through strategic assessment and continuous improvement, neighborhoods in Waldo can increase their adaptability to change that may occur over time due to outside market forces, development activity, or other influences (Neighborhood Prototypes Plan).

Proactively ensure housing quality and code compliance

The issue of deferred property maintenance has long been an issue in Waldo and has repeatedly come up in public meetings. There are number of ways to get people involved in community repair and clean-up and to assist those who have the desire to 'fix-up' their property but perhaps do not have the skills, resources, or physical ability to follow through.

Specific Actions

- 1) Campaign to involve absentee owners, as well as renters, as a part of the neighborhood / homes association. This is especially important in Waldo neighborhoods that have a low proportion of owner-occupied housing.
- 2) Develop a property management cooperative that employs the skills of local residents to provide services to landlords and residents in the neighborhood. Since deferred maintenance of buildings in Waldo is a concern, this is a way to empower the neighborhood.
- 3) Explore the potential for capable community development corporations, neighborhood organizations, or other nonprofit organizations o participate in administering the Minor Home Repair program activities in their respective areas.

This would enable neighbors to assist neighbors. There may be opportunities for the Southtown Council and/or the Waldo Area Business Association to administer this program.



Encourage beautification and redevelopment of vacant lots, houses, and public areas.

Vacant houses and property parcels can easily become overgrown with vegetation, points of illegal dumping of trash, graffiti collages, and/ or ultimately a community eyesore. There are several ways the city, community residents and area civic organizations can cooperate to put together creative beautification programs and marketing packages for vacant lots and buildings.

Specific Actions:

- 1. Promote the development of infill housing by encouraging the quick transfer of Land Trust properties, vacant lots and structures to responsible owners.
- 2. Make infill development for smaller urban sites in Waldo more feasible for private developers through active land assembly, land reclamation and utility system improvements. Many of the utility system improvements that

need to be done in Waldo can be accomplished through the City or private developers:

- a) Undersized, inadequate water lines smaller than 4 inches in diameter in residential areas west of Wornall and south of 77th Street, on the southern portion of Troost and along Main need to be proactively and systematically replaced or up-graded by the City.
- b) The City should require that undersized water lines in Retail/Office and development unit land use areas should be up-graded to larger mains by the developer as redevelopment occurs.
- c) If higher density redevelopment is allowed to occur in an area, the City should require the developer to up-grade the sanitary sewer lines to compensate for the additional capacity needed.
- d) If higher density redevelopment is allowed to occur in an area, the City should require that storm water for the redevelopment project be detained on site rather than up-grading the storm sewer lines.

- 3. Promote and utilize the "Vacant Lot Beautification Program" to improve vacant lots that have become a public nuisance. Any publicly-owned vacant lot that the Land Trust of Jackson County has taken title of due to unpaid taxes, would be eligible under this grant program. The program will require neighborhood organizations to develop a landscaping plan appropriate to the area, estimate the costs of the beautification, and maintain the finished landscaping. The goal of the program is to eliminate blight.
- 4. Implement and expand Clean Sweep Program. The City will continue and expand its Clean Sweep Program for neighborhood clean-up. The program organizes and supports neighborhoods in extensive clean-up efforts. The program will be implemented throughout the urban core neighborhoods to provide garbage removal, brush and weed removal and other measures.

Integrate zoning and land use categories to allow for a greater mix of uses.

Integrating commercial and residential uses, which have different peak times for each use, can more evenly distribute pedestrian and vehicular traffic over a larger time range so that peak traffic congestion is more evenly disbursed. It can also work as a deterrent for crime and vandalism, while allowing for co-utilization of parking facilities. This is especially pertinent in areas of Waldo where parking is at a premium, like at 75th and Wornall

Expand neighborhood watch programs.

These should be identified with an easily visible neighborhood sign or symbol. Such programs provide the neighborhood with a greater sense of security and control by encouraging proactive involvement to ensure the safety of all residents ranging from neighborhood children to the elderly. There are currently a couple of these watches already formed in Waldo.



"Working in partnership, the City, neighborhoods, and other entities can together be responsible for promoting Waldo." Aggressively Market Waldo neighborhoods through media strategies and local Realtors.

Working in partnership, the City, neighborhoods, and other entities can together be responsible for promoting Waldo. Actions can range from training, positive literature and advertising, and community-wide activities that have broad, positive coverage and appeal to a wide cross section of residents.

Create and enforce policies and guidelines to protect neighborhoods from unwanted land uses.

The intent is to create the guidelines and policies proactively instead of dealing with issues on a case by case basis as they arise. Guidelines that deal with the location of land uses which may have real or perceived effects on a neighborhood should be based in part on the following criteria (*Urban Core Plan*):

Specific Actions

- 1) Proactively identify appropriate locations for unwanted land uses away from residential areas.
- 2) Enforce criteria for issuance of liquor licenses. Establishments that sell alcoholic beverages are of concern to Waldo because of the disruptive activity, such as late night pedestrian and automobile traffic on residential streets and the noise associated with such businesses. Of particular concern are those businesses that have 3:00 AM closing permits, which contribute a concentrated amount of activity and noise in the early morning hours when the adjacent residential areas are quiet.

A large increase in businesses that sell alcohol would tend to encroach further upon the residential areas. New drinking establishments should be prohibited from locating on residential streets or in residential areas. The City should carefully evaluate future liquor licenses based upon the distance from residential areas, the availability of on-site parking areas, and the screening from

residential areas. Any new establishment that sells alcoholic beverages should adhere to specific criteria that will minimize any negative impact on adjacent residential areas. The criteria include the following specifications:

- a) No new liquor permits should be granted for parcels which adjoin a residential or residentially zoned property on any side.
- b) No new liquor permits should be granted for parcels, any portion of whose boundary is closer than 150 feet from a residence or residentially zoned property.
- c) No approvals for a 3:00 AM closing permit shall be considered because there is no commercially zoned area that is located far enough from a residential area so as not to create a negative impact on the residential area.
- d) No establishment that sells alcoholic beverages should be allowed to locate at sites that are not large enough to provide adequate on-site parking in an amount in accordance with the Zoning Ordinance requirements.

- e) Parking variances are discouraged. Any establishment that sells alcoholic beverages should front an arterial street, and access to the establishment should only be from arterial streets.
- f) Any establishment that sells alcoholic beverages that has an outdoor beer garden should close it at midnight in order to respect the neighbors.
- g) Additional design guidelines for commercial uses also apply.

Increase public awareness of heritage and preservation issues, programs, and tax credits.

Promoting an appreciation for Kansas City's collective heritage, the history of its neighborhoods, parks and boulevards, and its great landmark buildings, is a vital step in building civic pride, respect for the environment and, ultimately, support for preservation. Heritage education should be an important part of life-long learning in Kansas

City. If future generations are to understand and respect their community, they must be able to understand it on multiple levels: how it functions, why it came to be the way it is, who played a part in shaping it and what gave it meaning. Heritage education is a basic link to feeling a part of a larger whole, a part of a community which has meaning and identity.

Specific Actions:

1. Market the 'Heritage Neighborhood' designation. Once this classification is created by Ordinance, any interested neighborhoods in Waldo can seek designation as a 'Heritage Neighborhood'. This designation was proposed by FOCUS for urban neighborhoods which, while not necessarily historic, have high integrity. Most of the housing in Waldo would fall into this category. The designation of a Heritage Neighborhood will not carry a regulatory requirement for the property owner as the designation of Historic Neighborhood has meant in the past but rather will help direct the actions of the City towards that neighborhood. Not all neighborhoods will qualify for this designation, and the designation

conferred by the City Council will result in the protection of the existing character, improvements to the physical and social fabric, and the allocation of funding toward these ends. To be designated as a Heritage Neighborhood, a neighborhood must:

- * Have been primarily developed between 1865 and 1939;
- Have approximately 75% of its original buildings intact;
- Have over 80% of its buildings occupied;
- **x** Provide stability to their residents.
- 2. Widely promote the existing availability of credits on local property taxes for small owners who invest in the rehabilitation of buildings. With the new state tax credit for historic rehabilitation, owner-occupied buildings can benefit now from tax incentives.

3. Improve ability to evaluate, apply and disseminate historic preservation survey data. Data from historic surveys can begin to be merged with other City information systems to provide more comprehensive information for planning activities. Evaluation is needed to determine a level of significance when deciding what types of historic protection are required. Survey information on the level of significance of properties in a neighborhood can play a role in determining what protective development strategies are needed. It also will identify what preservation incentives might be applicable. This application will assist neighborhoods in Waldo that wish to seek historic or 'heritage' designation.

City Life

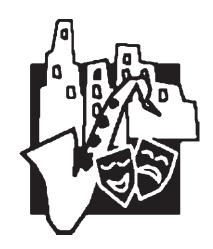
City life includes the environment in which we live—the environment that makes Waldo a special place. City life includes diversity—the myriad little things that are not found all together in one spot, except in cities. City Life are *excitement-oriented* types of activities that can include street fairs, ethnic festivals, and neighborhood homes tours. These activities

help give a community an identity as a specific place, as a fun place to be, and as a place in which important things are happening. The *Urban Core Plan* and the *Preservation Plan* are two plans that support this Building Block in the context of Waldo.

Initiatives for Waldo

Encourage the development and involvement of Community Anchors.

Depending on their level of involvement in the community, anchors could sponsor community events. Anchors could also take a major role in decisions relating to the location and funding for the creation/expansion of new/existing cultural facilities.



"A multi-modal transportation system could increase physical transit connections between major cultural and entertainment venues."



A multi-modal transportation system could increase physical transit connections between major cultural and entertainment venues. Furthermore, a physical environment that is respectful of people and pedestrians can help in creating opportunities for people to interact in activities such as an art fair or an open market.

Target incentives to areas where culture is valued and preserved.

FOCUS calls for targeting incentives and gear development standards to the types of cultural activities and amenities that reinforce connections. FOCUS also calls for creating benefit districts to implement capital improvements needed to connect cultural groups and facilities. Incentives, development standards, and zoning will encourage mixeduse development and will encourage the concentration of activity in cultural hubs, facilitating cultural activity.

Applications for Waldo

Create focal points in mixed-use centers.

Cultural facilities and other physical components of our urban environment could be used as the focal points of mixed use centers, enhancing the sense of place for the area in which they are located. Create a community gathering place in the heart of Waldo by developing a public pavilion or park at the 75th and Wornall intersection would create opportunities for cultural events and create a 'sense of place' for visitors and residents alike.

Enhance gateways into Waldo to create a unique sense of identity.

Focusing on entryways into Waldo, the opportunities for creative improvements are virtually unlimited. Various elements of signage, landscaping, building features, and location could be utilized for dramatic entry into Waldo.

Create pedestrian-friendly amenities to encourage pedestrian circulation in and around cultural and mixed use hubs.

In order to redirect development from having an automobile-orientation, it is helpful to blend pedestrian-friendly elements into site design. Additionally, targeting specific areas to implement pedestrian-oriented design will help assist in the concentration of resources where they can potentially have the most impact. For instance, there are areas of Wornall corridor where it would be difficult to encourage pedestrian circulation within the existing development patterns; however, at the 75th/ Wornall intersection there are already some existing pedestrian-friendly design elements that could be built upon and enhanced to create a pedestrian-oriented area around a public pavilion. Such initiatives could create physical space for community festivals and events.

Target incentives and encourage public/ private partnerships in these areas for public improvements.

Many public/private partnerships for funding and supporting essential culture and amenities already exist in the city. Their increase or expansion is an important ingredient in the equation for reinforcing and expanding future cultural activities and amenities.

FOCUS Centers & Community Development Catalysts

FOCUS Centers are a way of providing citizens with information and services at the neighborhood level, whereas, Community Development Catalysts are businesses and organizations that contribute to the identity, stability and growth of the neighborhoods that surround them. Through partnerships between the city, businesses, anchors and community groups, FOCUS Centers are designed to provide the services and information citizens in Kansas City need and demand. Community Development Catalysts



can assist in Waldo's long-range strategy for ensuring the well-being and success of neighborhoods, businesses, and organizations which work together in a cooperative manner. The Human Investment Plan and the Neighborhood Prototypes Plan are the two plans that have significant elements that support this Building Block in the context of Waldo.

Initiatives for Waldo



Develop a FOCUS Center

FOCUS (Human Investment Plan) also contains aspirations and initiatives that will have an impact on Waldo's residential neighborhoods, development patterns, and service delivery. The Human Investment Plan recommends two essential ingredients to prepare the community for the long haul effort required. They are: the early establishment of 'FOCUS Centers' which are described in detail in the Building Blocks plan document; and the conferring of responsibility on 'community councils' that will facilitate and coordinate implementation of the eight core initiatives.

FOCUS Centers (Human Investment Plan) can play a crucial role in delivering the services suggested in this plan. These centers are accessible places where information and services are made available to all Kansas Citians near their homes and neighborhoods. They are a means of providing direct access to advisors and service providers, as well as a place to meet with neighbors for a variety of purposes. FOCUS Centers are intended to be places where people are treated respectfully, where they can find help, and where they feel safe and comfortable among their neighbors. Ideally, each will be located within a single building or cluster of buildings that becomes known as "the place" to go in Waldo for learning, for community and for assistance.

FOCUS Centers can include a mixture of the following:

- ✓ Information center;
- ✓ Computerized access to city departments and services;

- Computers and peripherals for direct Internet/Web access;
- Services relevant to the community and associated resource persons;
- ✓ Registered child-care facilities;
- ✓ A community policing sub-station.

Expanded FOCUS Centers would incorporate more specialized services, which might include eldercare, job-training resources/classes, cultural events, housing programs, a branch library, a postal kiosk, and/or a health clinic.

Encourage Community Development Catalysts

FOCUS calls for promoting "...efficient development patterns through clustered districts and corridors (Citywide Physical Framework Plan)." Towards this aspiration, one of the initiatives calls for the location of new community developments along existing or proposed transit corridors, in order to

increase development densities. Generally, these entities attract spin-off development and the degree to which other developments cluster determines that developments overall community effectiveness. Wornall is an ideal transit corridor for a community catalyst to locate because accessibility and public/private investment can be maximized due to the adjacency of the light rail corridor.

Applications for Waldo

Reinforce and strengthen community development catalysts.

This can be implemented by recognizing businesses and organizations that have maintained a community presence in the Waldo area. These catalysts provide a variety of benefits including professional services, employment opportunities, community investment, and sponsorship of community activities. The Southtown Council and the Waldo Area Business Association (WABA) have been proactive in formally recognizing such businesses and should continue to do so.

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The Southtown Planning Center helps the area to be a great place to live and work

Encourage businesses to become more involved.

Businesses which are located in the area but which are not actively involved in Waldo activities should continue to be encouraged to become more involved in the community. Waldo Area Business Association WABA could work with neighborhood associations and businesses wishing to develop cooperative relationships between them towards a common good (i.e. area improvements or local events/activities). In Waldo, there are several businesses and institutions that can and do provide meeting space, special services, or organize civic events (Neighborhood Prototypes Plan).

Develop a FOCUS Center in Waldo.

The possibility of a FOCUS Center in Waldo offers an opportunity for business organizations to come together with neighborhood associations and city staff to work on a collaborative plan for the location and development of a center that would house the

services and resources listed above. A prime location for a center would be in Bingham Junior High School building. A neighborhood FOCUS Center could be developed at this site with the assistance of the Kansas City School Board, the City, Southtown Council, Waldo Area Business Association, and interested residents or organizations. There are rather limited opportunities for the development of an *Expanded* FOCUS Center in Waldo at the present time (*Human Investment Plan*).

Competitive Economy and Investing In Critical Resources

These Building Blocks outline strategies for providing a framework for the City to determine its level of commitment of resources and investments in basic and essential services for Waldo and providing Kansas Citians with the opportunity to thrive in a rapidly evolving economic system. There are primarily four FOCUS component plans that offer significant input for commercial development in Waldo: the Neighborhood Prototypes Plan, the Governance Plan, and the Citywide Physical Framework Plan.

THE WALDO AREA PLAN

Initiatives for Waldo

Promote the beneficial nature of mixed land use situations to businesses and residents.

Commercial growth in the city is inevitable and tenuous relationships between commercial and residential uses will continue. However, there are some potential opportunities for neighborhoods to benefit from the proximity of commercial development if the development occurs as a result of cooperative catalytic partnerships. Small businesses near neighborhoods can provide jobs for neighborhood residents, improve the neighborhood's desirability as a place to live, create identity, as well as provide opportunities for interaction. Although some specific economic development and residential actions may be approached independently, it is important for the resident and entrepreneur to recognize that their healthiness is linked as they are part of the same neighborhood.

Neighborhood associations in all areas should include neighborhood business owners - small and large - while residents in Conservation and Stabilization areas should continue to support their local businesses. Neighborhoods in Stabilization areas might continue their active role in recruiting appropriate business into the area. (This initiative works in concert with the Neighborhood Centers discussed in the previous section.) Their beneficial coexistence and cooperation can be a positive influence on the whole area, but if this relationship is not fully realized the aspirations of "connectedness" and "identity" are hindered (Neighborhood Prototypes Plan).



Community Impact Analysis Process

A Community Impact Statement should be developed and used to evaluate expenditures and investments by the City. The purpose of this process is to provide useful data for City Council members and citizens as part of the financial decision-making process. The Community Impact Statement will produce information in a standard format so that those considering investment decisions can have



Businesses like Waldo Bikes add to the communities "sense of place."

"The benefits of new business must be balanced with any negative effects that it may have on a neighborhood's fabric."

reliable and consistent information to make financial decisions in the context of the FOCUS Strategic Comprehensive Plan. The process should include both quantitative and qualitative analyses of proposed new expenditures/ investments. The developer would be responsible for preparing the Community Impact Statement, which would be reviewed by staff as part of a standard administrative process. Staff assigned to the review shall be sufficiently independent to provide effective and objective judgment, however, some projects will require the use of outside expertise.

Applications for Waldo

A. Promote all scales of business - small to corporate - that have a neighborhood connection or ethic, and make community involvement a criterion in considering new major commercial / retail development in neighborhood areas. The benefits of new business (tax base, jobs, physical improvements) must be balanced with any negative effects that the development may have on a neighborhood's fabric (increased

local traffic, reduction of natural areas, incompatible design). The Waldo Area Business Association (WABA) has been instrumental in this endeavor and will, undoubtedly, continue to have a significant impact on the composition of the business community in Waldo. The maintenance and expansion of good communication and cooperation between the City and WABA should be encouraged, in order to encourage public/private collaboration in the development process.

- B. Proactively encourage commercial rehabilitation (apartments/hotels/businesses) of vacant commercial or office structures. Provide low interest loans to persons who are committed to improving the structure and establishing a responsible use. Designate small, defined target areas to concentrate these activities. Wornall is in significant need of this kind of attention.
- C. Encourage Use of the Community Impact Analysis Process. FOCUS Governance Plan recommends using the Community Impact Analysis process whenever

any development is proposed that would is seeking public investment in the form of tax abatement or incentives. Based on this initiative, when a development plan is presented to City staff asking for public investment for any area in Waldo, the following impact analysis documents should be supplied:

✓ Fiscal Impact:

A fiscal impact analysis shall be prepared containing analysis appropriate to the project including, but not limited to, the following:

- Direct and indirect cost of investment;
- Financing method and/or structure;
- **x** Source of revenue;
- **✗** Potential savings or revenues generated;
- **x** Opportunity costs;
- **x** Cost/benefit;
- **x** City debt position impact.

✓ Economic Impact:

An economic impact analysis shall be prepared containing analysis appropriate to the project including, but not limited to, the following:

- **x** Direct impact;
- **✗** Indirect impact;
- **x** Transfer effects;
- **x** Multi-jurisdictional impact.

✓ <u>Strategic Plan Analysis:</u>

The City shall conduct an analysis to determine to what extent the proposed expenditure or investment is consistent with the 14 principles of FOCUS and the FOCUS Strategic Comprehensive Plans.

Between 75 and 80% of Waldo residents drive alone to work.

Connecting Corridors and Moving About The City

Since a single type of corridor cannot link all aspects of our culture (people, places, activities, ideas, and history), this Building Block includes a "corridor concept" that serves as a guide for the development and improvement of the various corridors in Waldo. The Neighborhood Prototypes Plan and the Citywide Physical Framework Plan contain initiatives that address elements that can help Waldo achieve an efficient, reliable transportation network.

Initiatives for Waldo

Promote transit as a multi-modal integrated transportation system.

For most of Waldo, between 75% and 80% drive alone to work. This is one of the reasons for the traffic congestion along major arterials throughout Waldo. Encouraging transit in Waldo would serve to increase the multi-modal transportation system's capacity and provides

individuals relatively low-cost access to jobs, health care, and other essential services, while promoting economic development and reducing vehicle miles traveled (Citywide Physical Framework Plan). Transportation systems in neighborhoods should be designed to include a balance of all types of travel, including pedestrians and bicycles. Waldo's residential areas should have adequate sidewalks, and street widths should accommodate bike traffic. The pedestrian transportation system should be designed to protect people, as well as link people to places. The Citywide Physical Framework Plan includes specific guidelines for multi-modal oriented development and calls for part of Waldo to be a pedestrian zone.

Improve and expand pedestrian linkages/amenities.

There are several approaches for making neighborhoods safer for pedestrians and residents in Waldo. These can range from the timing of traffic lights and pedestrian crosswalks to a landscaped island in an

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intersection that slows traffic and is an aesthetic amenity. In some areas increasing on-street parking would be appropriate because it can provide a protective buffer between the pedestrian and moving traffic, as well as slow down traffic. Areas that would benefit from this include, the 75th Street/Wornall intersection and Wornall corridor. Some additional pedestrian-friendly techniques which can be utilized in Waldo include:

- ✓ Streetscape elements benches along pedestrian walkways for resting;
- ✓ Angled median treatments that force pedestrians to face the oncoming traffic before crossing and provide a pedestrian refuge on streets that have substantial widths to cross;
- ✓ Traffic calming techniques narrowing roadway widths at intersections to accommodate larger pedestrian landing areas and adding bike lanes to calm traffic.

Develop a bikeway system that serves commuter and recreational travel.

Implement the Mid-America Regional Council's (MARC's) bikeway transportation recommendations to provide commuters with an alternative means of transportation. Integrating bikeways into the arterial and collector street system to provide links with regional bikeways, should be a priority towards this initiative. Developers should be encouraged to locate bike racks on site along bikeways and arterials, as well as around parkn-ride hubs. The ATA Trail has been extended down to 75th Street and is planned to be extended down to 85th, which would offer opportunities for local bike commuting to neighborhood shops and park-n-ride centers (Citywide Physical Framework Plan).



The presence of bicycle facilities throughout Waldo is allowing it to become a "multi-modal" transportation environment.

"Much of the livability of a neighborhood lies in its ability to promote linkages between residential, commercial, educational, and recreational areas and resources."

Increase the efficiency of the current transportation system through improved transportation management.

Increasing efficiency can be accomplished without widening the street. Because of limited funds, managing the transportation system will be critical to achieving mobility and increasing infrastructure capacity within Waldo. Some viable methods of accomplishing this in Waldo include: signalization, signal coordination, contra-flow or reversible lanes, high-occupancy vehicle (HOV) lanes, and one-way roads (Citywide Physical Framework Plan).

Encourage Neighborhood-Oriented Design and Infrastructure Improvements.

Much of the livability of a neighborhood lies in its ability to promote linkages between residential, commercial, educational, and recreational areas and resources. Physical design elements, such as open space, buffers between uses, boulevards, and street trees can add value to any neighborhood, if well designed.

Proactively develop multi-modal mixed use centers as part of an integrated multi-modal network.

The Regional Transit Framework map (Citywide Physical Framework Plan) identifies two types of mixed-use centers: pedestrian and automobile. These centers should be part of the multi-modal transportation network to provide multiple means of access. In both cases, the automobile will continue to be the predominant means of access. However, the development patterns and movements within these centers vary.

FOCUS explains that changes in transportation usage and dominant economic forces encourage the development of these community clusters in which adequate scale of facilities and parking availability come together to generate an economically viable form. Key characteristics of this pattern should include full block deep commercial or mixeduse zoning, sufficient parking and critical density of businesses. In particular, FOCUS recommends that intersections should be

reinforced with building mass and that prohibits the placement of a parking lot at the corner. Unlike suburban area models that use an auto-oriented pattern of development, the urban mixed-use center must serve both the driver, the transit-user and the pedestrian. To further reinforce this pattern, the areas between the Mixed-use Centers, currently strip-zoned commercial should be returned to residential use through down zoning and transfer of development rights, to allow both single family homes and apartments where appropriate.

To help create this pattern, the City will target incentives for their development. Strip commercial property owners in areas between the nodes could be offered incentives to move their businesses to a node. If they accept, the incentives will be given only upon their agreement to allow downzoning of their current properties to appropriate residential classifications. Development of this higher density residential would also be encouraged.

✓ Pedestrian-Oriented Zones:

Originally, many of these centers developed when transit was used. For instance, the trolley track stop near 75th and Wornall allowed residents and Waldo shoppers to move from place to place by foot with general ease. The development pattern in these centers is usually dominated with buildings along the street right-of-way.

✓ Auto-Oriented Zones:

These centers are predominantly accessed by the automobile, although once inside the center, the environment may be pedestrian friendly. The development pattern in these centers is usually characterized by stand alone buildings with parking areas along the streets rights-of-way. An area of this type near Waldo (the Ward Parkway Mall) is not actually in the Waldo Planning Area but still has an impact due to its location on Ward Parkway.

"Automobile parking proximate to adjacent businesses continues to be a problem in the Waldo area."

✓ Encourage Development of Public/Private Initiatives to Fund Public Improvements

Through several component plans and building blocks, FOCUS calls for proactive development of public/private partnerships to assist in the leveraging of public tax dollars towards public improvements. Proactive coordination between local organizations and the City regarding the need and opportunity for public infrastructure improvements, is essential in order to up-grade substandard areas in areas that are redeveloped. Such improvements should be systematically planned through an active public input process. This can serve as the basis for setting up community-based funding mechanisms that will assist in assuring that such enhancements will not occur in a haphazard inequitable fashion. Examples of such a mechanisms include Special Business Districts (SBD), Community Improvement Districts (CID), and Neighborhood Improvement Districts (NID). Creating a special assessment district would leverage public funds along with City dollars towards the improvement of public infrastructure. Improving transportation infrastructure would allow for higher density development along the corridor which could spur catalytic development, thus increasing the tax base. This cycle would make even more public dollars available for infrastructure improvements in the area. Prioritizing public improvements should be the first step in any such initiative, if it is to be pursued.

Applications for Waldo



Improve Parking Access and Facilities.

Automobile parking proximate to adjacent businesses continues to be a problem in the Waldo area. The large concentrations of commercial uses along Wornall, Gregory, 75th, and 85th Streets present a burden to the already short supply of adequate on-street and off-street parking. There are additional problems of business patrons parking on residential streets, as this further encroachment into residential neighborhoods raises other issues such as safety, traffic, and noise for the residents.

Adopt multi-modal oriented development design guidelines for new development and rehabilitation.

Require bicycle and pedestrian oriented transportation elements in neighborhood design and planning. This can be accomplished through the design guidelines of this plan. Specifically, ongoing monitoring of pedestrian signalization around high traffic zones, such as schools is recommended.

Create and encourage pedestrian amenities.

In order to redirect development from having an automobile-orientation, it is helpful to blend pedestrian-friendly elements into site design.

Specific Actions:

1) Improve pedestrian access / linkages to transit, by prioritizing the construction of sidewalks along transit corridors and connecting to transit stops.

Making these sidewalks safe from a traffic standpoint should be a priority along Wornall where there is little separation between the sidewalk and the street.

2) Encourage pedestrian safety measures for streets, such as raised islands for pedestrian refuge when streets are four lanes wide or greater.

Wornall is in need of such measures but does not have the capacity to create a pedestrian median in most places along its length without taking out a lane of traffic.

3) Establish pedestrian standards which promote street life and pedestrian activity.

These standards should address visual interest, connections, spaces and design character to attract pedestrian activity. Standards should be flexible and permit differentiation among districts.

4) Integrate traffic calming mechanisms into residential street design and planning.



This raised traffic island in Portland, Oregon is an example of the type of pedestrian amenity that is suggested for Waldo.

Require traffic impact analyses.

When appropriate, require a traffic impact study for future public and private developments which address all transportation modes and their levels of service. The requirement for this type of study will depend on the size of the development project; whether or not the project is located in or adjacent to a pedestrian or transit zone; and/ or if the project has mixed-use characteristics.

Undertake a comprehensive multimodal traffic study and develop an access control plan for Wornall Road and other significant arterials.

There are a number of auto-transit corridors in Waldo that feed into Wornall Road which have significant traffic problems and need to be evaluated in a comprehensive manner. Such studies need to look not only at access but should evaluate all facets of transportation related elements as they relate to Waldo.

Specific Actions:

1) Complete a 'corridor preservation' study on Wornall Road corridor which analyzes parking, access control to adjacent land uses, signalization, multi-modal circulation, and infrastructure needs and costs.

As part of this initiative, complete a transportation study along 79th Street from Ward Parkway to Wornall in order to assess the need to make improvements to 79th Street, since residents feel it is being used as an alternate route for 75th Street and to alleviate the traffic congestion problems on 75th Street and Wornall Road. As another component of this, local organizations and the City should reevaluate the feasibility and proposed alignment of the Brookside/Wornall Connector, which was proposed to improve traffic capacity.

2) Complete a study of parking, access, and capacity issues along Troost to determine how to increase capacity while accommodating all modes of transportation.

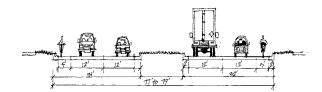
3) Complete a follow-up study of the Ward Parkway Corridor Study to determine what improvements have been completed as outlined in the original plan and if some of the recommendations are still pertinent given the evolution of the Corridor in the last ten years and the manner in which elements have changed.

Encourage the development of a public transit corridor.

Providing Kansas City with a multi-modal transportation system requires an excellent transit system, whether this involves light rail or some other form of a fixed public transit corridor. Stops along the transit corridor should be at pedestrian and automobile oriented mixed-use centers. Complementing light rail should be a series of feeder routes. Developments which are not located along feeder or other fixed route transit will be served through a series of park-n-ride lots.

Encourage development of 'special assessment districts' in certain areas and assist in the development of more dense catalytic revitalization in such areas to assist in generation of revenue for public infrastructure improvements.

There are certain areas in Waldo that would benefit from the leveraging of public dollars with private funding. As explained previously in the initiatives section of this building block, various types of special assessment districts (SBDs, CIDs, NIDs) can be formed in Waldo that would fund public infrastructure improvements. Some areas that could benefit from such arrangements include Wornall Corridor and the 75th Street/Wornall hub. The following actions serve as suggestions for such initiatives and offer long-range solutions for some of the infrastructure issues described in the 'Existing Conditions' chapter of this plan.



Specific Actions:

1) One very strategic way to assist catalytic development in a Special Assessment District is to proactively encourage new community development catalysts to locate in areas along existing mixed use corridors and proposed transit corridors.

Since Wornall is a significant transit and vehicular corridor, locating a community development catalyst along this commercial thoroughfare would encourage more development to occur from which more dense development could be realized, thus increasing the tax base. This increased tax base would offer the opportunity to capture this revenue and funnel it back into the Wornall corridor, which would in turn attract more development due to the public improvements effected in the area.

2) The City, in partnership with property owners in a special assessment district, should improve and upgrade the public rightof-ways in residential areas where streets were identified as unimproved in the 'Existing Conditions' chapter of this plan, especially between Wornall and Brookside Road from 77th to 85th Streets, by resurfacing the road, bringing it up to standard, and adding sidewalks, curbs, and gutters.

- 3) As areas are redeveloped, require developers to improve and upgrade the public right-of-ways where streets were identified as unimproved in the 'Existing Conditions' chapter of this plan, by resurfacing the road, bringing it up to standard, and adding sidewalks, curbs, and gutters.
- 4) Utilize the Public Improvements Advisory Council (PIAC) process and the Community Infrastructure Committee (CIC) project rating criteria for prioritizing and costing-out public infrastructure improvements in residential areas.

Phased Development Scenarios

Since the Waldo Area Plan is the first opportunity to integrate concepts from Kansas City's new master plan, Forging Our Comprehensive Urban Strategy (FOCUS), it is important to conceptualize the how the initiatives and recommendations contained in FOCUS can be applied in an innovative and proactive manner. Based on the FOCUS initiatives, two development scenarios have been prepared for Waldo which contain objectives from the recommendations in the existing conditions section of this. These conceptual scenarios are not meant to be mutually-exclusive but rather evolutionary in nature. These pictures provide the framework for and reinforce the proposed land use offered in the section following the scenarios. All the scenarios are based on five physical elements: 1) quality neighborhoods, 2) a neighborhood pedestrian mixed use zone, 3) a neighborhood auto-oriented mixed use zone, 4)a regional auto-oriented mixed use zone, and 5) key linkages between the elements mentioned

above. The pedestrian and auto-oriented areas each have their own specific set of urban design guidelines that are aimed at creating a unique sense of place in each zone. The main way that each picture differs is in the way each one draws all the physical elements together - its key linkages.



Quality Neighborhoods:

Livable neighborhoods connect people both physically and socially. There are several elements that give a neighborhood identity and make it unique: physical character, residents and history. In a livable neighborhood, the houses are in good condition, the residents are healthy, productive, and responsible citizens, the physical infrastructure is in good condition, and services are readily available and accessible. This plan call for linking activity centers, reaffirming neighborhoods, enhancing urban amenities, recognizing culture as commerce, attracting good businesses, citizens, and jobs, in addition to outlining strategies for revitalizing and sustaining neighborhoods.

"...building on the Waldo monument greenspace a public pavilion could be designed....to draw people and activity into the heart of Waldo."

Pedestrian Mixed Use Zone: Neighborhood (75th/Wornall):

The recommendations for this area would create opportunities for greenspace and a public pavilion at the northeast and southeast corners of 75th and Wornall that would create a positive public amenity linking the ATA trail segments to the north and south. By building on the Waldo monument greenspace at the southeast corner, a public pavilion could be designed to link either side of 75th Street with a pedestrian promenade, further unifying this critical Waldo intersection. Festivals and farmer's markets could be held in the pavilion, as well as other community events, to draw people and activity into the heart of Waldo.

The goal in this area was to come up with design tools which could be used to make the 75th and Wornall area a pedestrian-oriented mixed use zone and implement other FOCUS initiatives in the greater Waldo area. These ideas were grouped by a 'quarter node' concept based on where they were located in relation to the 75th/Wornall intersection (i.e. northeast,

northwest, southeast, southwest). The objective is to make each quarter node a pedestrian enclave that could stand alone but also be linked with the adjacent quarters as well. Towards this end, a community anchor was identified at the edge of each quarter node to anchor the quarter and draw residents in from the residential side to create activity and enhance the urban experience of the entire mixed use center. Open space pedestrian linkages and park/pavilion activity center opportunities were identified wherever possible to encourage street life and leisure amenities. Pedestrian amenities and connections need to be created and enhanced to tie the residential area into the commercial node and encourage pedestrian circulation between these quarter nodes.

Auto-Oriented Mixed Use Zone: Neighborhood (Wornall, 77th to 85th)

Businesses choose to locate in this area due to the high visibility and proximity to similar businesses. There is currently a clustering of auto-related business services (car washes, repair shops, auto parts stores, and dealerships). This is similar to the past trends of clustering that have occurred over the years. This is a strength that can be built upon to create a unique auto-oriented district that has a distinct character and urban experience that can not be found anywhere else in Kansas City. The area should continue to evolve as an auto-oriented zone as it has historically.

There are opportunities for the development of the 85th and Wornall intersection as a small pedestrian-oriented area but only on the north side of 85th Street, since the south side is predominantly residential. This concept is only included in Development Scenario B. This pedestrian-oriented subzone should be developed consisting of two quarter-nodes around the 85th and Wornall intersection that would provide a pedestrian-friendly retail area to link the two parks that flank the greater area.

Auto-Oriented Mixed Use Zone: Regional (State Line, 79th to 85th)

Development should continue as office and low intensity retail. High traffic generating retail should not be encouraged in this area. Most of the initiatives in this area involve aesthetic design: parking lots should be extensively screened and all open space should be well-landscaped; street trees and large shades trees should be encouraged in order to reduce building mass.



The key to this development alternative as well as all the others, is to link the residents of Waldo with their neighbors, commercial services along Wornall, employment centers, other neighborhoods, and regional shopping areas. Most of the initiatives in this area involve aesthetic design also; curb necking could be used at intervals for planting street trees and providing a pedestrian refuge for commercial patrons attempting to cross Wornall and brick treatments or pavers could be applied as pavement to the crossing areas.

"The key to this development... is to link the residents of Waldo with their neighbors, commercial services along Wornall, employment centers, other neighborhoods, and regional shopping areas."



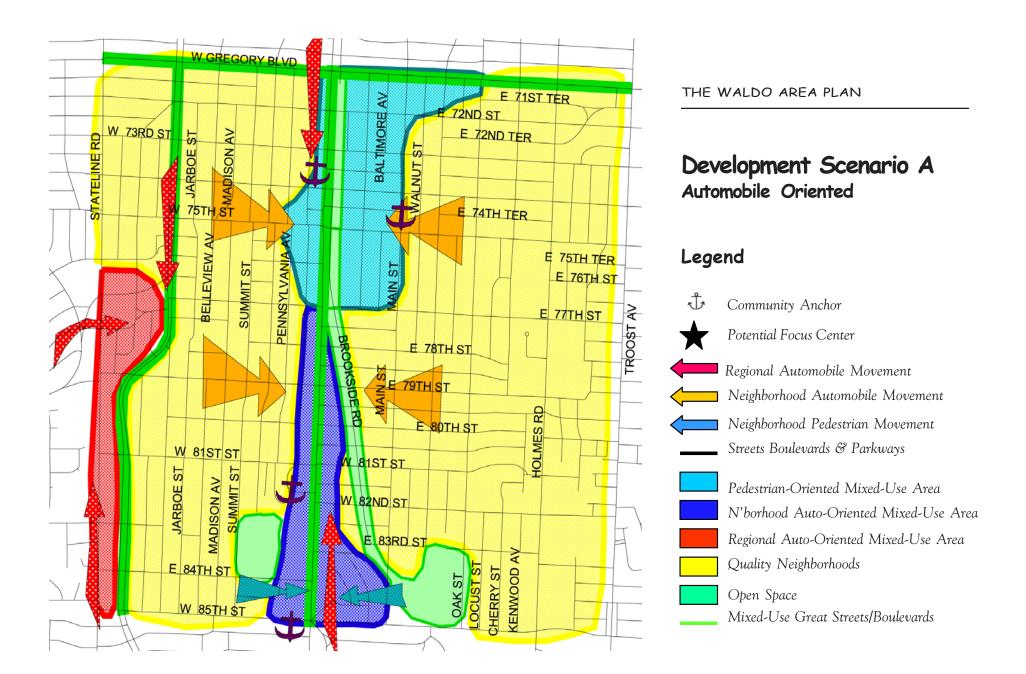
✓ <u>Development Scenario A:</u> Automobile Oriented

Increasing the efficiency of the current transportation system is the main goal of this development scenario based on the 'Connecting Corridors' building block. This can be accomplished through improved transportation management and without widening streets which have no room to expand. The primary mechanisms on which this scenario functions is improved signalization, signal coordination, contra-flow or reversible lanes, and high-occupancy vehicle (HOV) lanes; in order to make the traffic flow more efficient, rather than speed it up.

✓ <u>Development Scenario B:</u> Pedestrian/Transit Oriented

Multi-modal transportation that puts an emphasis on pedestrian connections and public transit is the main goal of this development scenario based on the 'Moving About the City' building block. The primary focus of this development scenario emphasizes connections - connecting people to places, people to each

other and our past to our future. The 'Quality Places to Live and Work' building block provides strategies to ensure development in Waldo will establish a good relationship between Waldo residents and the various physical elements in Waldo, including pedestrian and auto-oriented mixed use areas, buildings, parking, community gateways, Great Streets, community anchors, and open space. Transportation systems in neighborhoods should be designed to include a balance of public transit, pedestrians, bicycles and automobiles.



Development Scenario B Pedestrian Oriented

Legend

T

Community Anchors



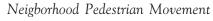
Potential FOCUS Center



Regional Automobile Movement



Neighborhood Automobile Movement



Streets, Boulevard and Parkways

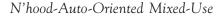
Mixed-Use Great Streets & Blvds.

1/4-Node Pedestrian Develop. Zones

Transit Corridor



Pedestrian Oriented Mixed-Use



Regional Auto-Oriented Mixed Use

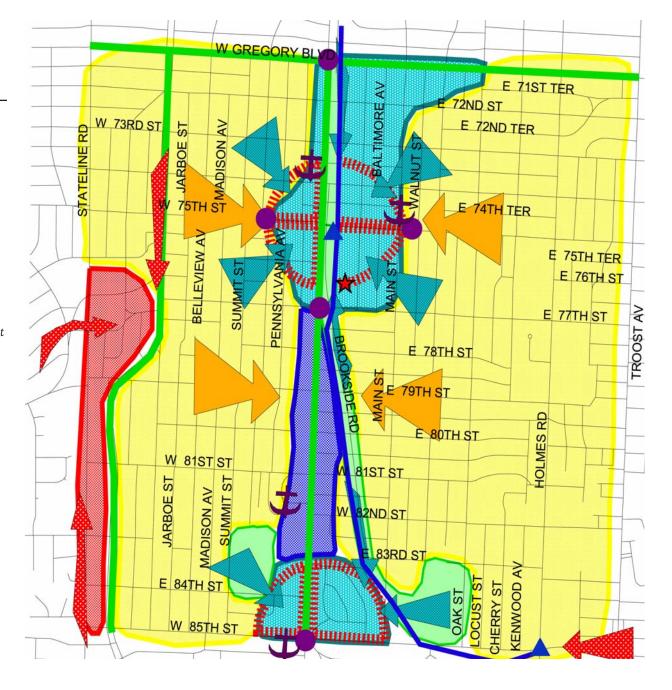
Quality Neighborhoods

Open Space Linkages



Multi-Modal Transit Center

Gateways



Proposed Land Use

The Proposed Land Use Map is the legal basis for zoning, and is used as a guide for development, redevelopment, and rezoning decisions. The Proposed Land Use varies from the Existing Land Use Map, which shows the current land uses, and the Existing Zoning Map, which shows what uses are now allowed on a particular parcel of land. For instance, an area between Wornall and Wyandotte south of Gregory, currently has a variety of land uses and is zoned as light industrial, but the proposed land use calls for 'Retail/Office' in that area. As a result, if an applicant requested heavy industrial uses at this location, the staff recommendation would be against it because the adopted land use plan recommends 'Retail/Office', a much less intensive land use.

The following sections discuss each major land use category, what is included in the category, and the general role that land use plays in the Waldo area and why. The proposed land use also provides a general policy for the locating the land use classes and justification for the present recommendations. Also discussed in this section is detailed information on specific types of land use and where they are

located. Recommended land use for Waldo can be summarized by the following:

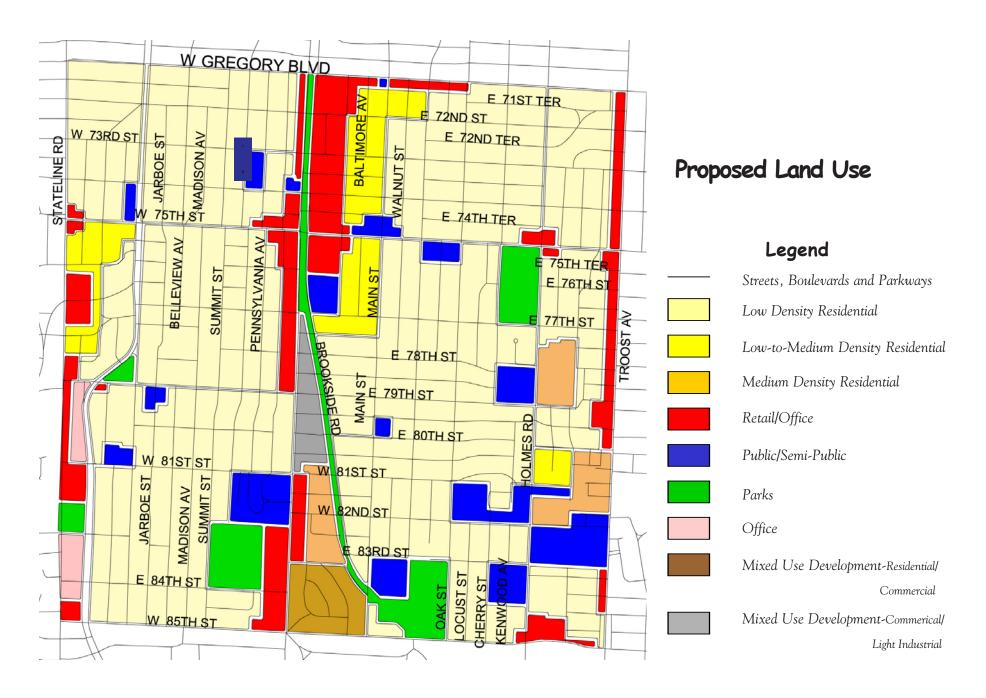
The predominant land use recommendation for the Waldo area is low density residential, reflecting the historic development patterns in the area;

Commercial land use, including retail and office categories, is recommended generally along the Wornall corridor, the west side of Troost, dispersed along State Line between 75th and 85th, and there is some limited commercial use recommended along Gregory, 75th and 85th Streets;

Public/Semi Public and Park land uses are recommended generally not to change.

Mixed Use Development - residential/commercial is recommended northeast of the 85th Street intersection, and Mixed Use Development - commercial/light industrial is recommended between Wornall and Brookside Road around 79th Street.

"The proposed land use...provides a general policy for the locating the land use classes and justification for the present recommendations."



Residential Land Use

There are three residential land use categories proposed for the Waldo Planning Area. These are listed below in conjunction with the criteria that are used to define them.

1. 'Low Density Residential'

Single family uses; 3.7 to 7.2 dwelling units per acre; Characterized by R-1a and R-1b zoning classification.

2. 'Low-to-Medium Density Residential'

Duplexes and higher density single family uses;

7.3 to 14.5 dwelling units per acre; Characterized by R-2a and R-2b zoning classification;

3. 'Medium Density Residential'

Low to medium density multifamily uses;

14.6 to 29.0 dwelling units per acre; Characterized by R-4 and R-5 zoning classification; The proposed residential land use changes for Waldo vary slightly to moderately from the existing residential land use patterns. Single family land use is recommended to essentially stay where it is currently located because it was originally built as low density residential housing and the local streets that characterize these areas are designed for local traffic, not trucks or heavy traffic. Also, due to the expected slight drop in population over the next several decades, it is logical to maintain the predominantly low density single family character of Waldo's neighborhoods.

There are three general areas in Waldo where higher density residential land use is appropriate. These areas are recommended to change to 'Low-to-Medium Density Residential' land use from a lower density classification. Due to the proximity to arterial thoroughfares, the bus lines, the proposed light rail corridor, and basic neighborhood retail, these higher density areas have good multimodal traffic circulation potential for moving people from work to shopping to home. Such an initiative follows **FOCUS** recommendations which promote the development higher density

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The Brittany Point Apartments

residential land uses near multi-modal centers and transit nodes. Also, these areas are already built as duplexes and higher density multifamily units. One area of these areas is around State Line between 75th and 79th Streets. The *predominant* land use in this area is already medium density residential development. Higher density infill housing should be encouraged in this area since this makes a natural transition in land use intensity between the lower density residential along Ward Parkway and the commercial development along State Line.

Another area where 'Low-to-Medium Density Residential' land use is recommended is in the general area of Wyandotte to Main and Gregory to 77th. This area has been characterized by a moderate number of existing duplexes and single family conversions to higher density structures; the current zoning in this area allows for these higher density uses. There is currently a wide variation in the mix of retail businesses, offices, public/semi-public, and residential land use in this area. Heightening the intensity of the residential development in this area creates a more

gradual progression in land use relationships. Given the current zoning that is in place to aid the development of this area to higher densities and the adjacent land use, proposing the land use in this area be designated as 'Low-to-Medium Density Residential' is appropriate to encourage a transition between land use intensities. It is appropriate for higher densities because it provides a multi-modal district where residents can drive, walk, take the bus, or eventually board a light rail commuter train, as a result of the proximity of Wornall, Main Street, 75th Street, and Gregory. FOCUS Physical Framework Plan identifies the 75th and Wornall intersection as a Community Mixed Use Center' and proposed higher residential densities around such sites.

The last area is located between 80th and 81st Streets, Holmes to Campbell. This area is appropriate for higher densities due to the existing multifamily housing and the proximity to bus lines, neighborhood retail, Holmes and Troost (secondary arterials). Proposing 'Low-to-Medium Density

Residential' in this location makes a logical transition from the adjacent land uses, which include 'Medium Density Residential' and 'Public/Semi-Public', into the lower density residential area to the north and west.

The highest level of residential density recommended in Waldo ('Medium Density Residential') is proposed to expand slightly more significantly than the other residential land use categories. This is due to Waldo's lack of this classification of multifamily housing. From Wornall to Brookside, 81st to 83rd Streets, there is currently not a significant amount of multifamily housing; it is mostly a mixture of lower density residential and commercial land use. However, this area is recommended to change to 'Medium Density Residential' as the land is redeveloped. This provides a transitional zone between the 'Retail/Office' on the west side of Wornall and the 'Low Density Residential' land use to the east of Brookside. This provides a more appropriate graduated intensity of land use from the low density residential area of Waldo Homes to the commercial land use along the Wornall corridor. Due to the proximity to arterial thoroughfares like Wornall, the bus lines, and

the light rail corridor proposed down Brookside, the proposed higher density in this area has good multi-modal traffic circulation opportunities. Since **FOCUS** promotes higher density residential land use near transit nodes, this would be an ideal location due to the proximity of the 'Park-n-ride Center' proposed by **FOCUS** at 85th and Main (*Citywide Physical Framework*). It is also unlikely that this area would redevelop as single family due to the adjacent commercial and light industrial uses existing and proposed to the north, west, and south.

The area from Troost to Holmes, 80th to 82nd Streets is an area where development has followed a logical progression from one intensity of use to another slightly more intense use. This site is currently predominantly medium density multifamily with some single family residential housing along Holmes. This area serves well as a transition section between the surrounding lower density residential and institutional land uses, and the commercial land uses along Troost. The existing multifamily residential land use extending from Holmes to Campbell around 78th and 79th Streets will remain 'Medium Density Residential' with no expansion of this



type of land use planned at this site. Both of these areas are served well from a transportation perspective by the adjacent arterials (Holmes and Troost), not to mention, the bus lines.

According to the Missouri state enabling legislation for planning, zoning of land should be based upon the proposed land use. In order to implement and reinforce the relationship between zoning and land use, the following initiatives should be implemented for

Residentially Zoned Districts

- ✓ The area from Ward Parkway to Pennsylvania, 75th Street to 77th Street is predominantly single family but zoned for higher density and should explore the possibility of downzoning.
- ✓ The area from Gregory Boulevard to 77th Street, Main almost to Troost is predominantly single family but zoned for higher density and should explore the possibility of downzoning.

When public land owned by the City or any other public organization in a residentially zoned area is under consideration for sale or change in its original use, City staff should work in conjunction with the appropriate public entity, the business community, and the neighborhood to analyze current conditions and explore possible reuses for the facility and zone accordingly.

Commercial Land Use

There are two types of commercial land use classifications proposed for Waldo: 'Office' and 'Retail/Office'. The 'Office' classification is only used in limited areas along Ward Parkway to reflect the land use in the *Ward Parkway Corridor Study*. The Proposed Land Use Map has office and retail (commercial) land uses combined into one classification called 'Retail/Office', which is a type of mixed use land classification.

'Retail/Office' land use for Waldo is recommended to follow along the existing north-south commercial corridors (i.e.

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Wornall, State Line, and Troost). Retail/Office land uses include districts that are zoned R-4-O, R-5, R-5-O, O, OM, C-1, C-2, and C-3 and include office, neighborhood retail, and general retail land uses. There is some limited Retail/Office development recommended along east-west streets such as, Gregory, 75th Street, and 85th Street. However, commercial land use is only recommended to form a cluster of similar land uses at commercial nodes or hubs such as, 75th/State Line, 79th/State Line, Gregory/Wornall, 75th/Wornall, 85th/Wornall, 75th/Troost, and 79th/Troost. Concentrating Retail/Office land uses around these commercial hubs and corridors will help strengthen the existing businesses by creating compact commercial activity in a limited geographic area and create catalytic economic activity at these key intersections. This supports the community mixed use centers initiative in FOCUS by creating concentrated nodes of mixed uses that would offer a density great enough to support multi-modal transportation opportunities and higher density residential uses.

'Retail/Office' land use is recommended along Troost from Gregory to 80th Street, which follows the current pattern of development. This land use is appropriate here due to the function of Troost as a secondary arterial but the use should not expand beyond the frontage lots bordering Troost, since it would be inappropriate for commercial land use along Troost to encroach into the residential areas to the west. Additionally, the limited 'Retail/Office' land use recommended for the area around Holmes and 85th Street should not be allowed to encroach into the single family area around this intersection, in order to create a stronger, more compact commercial node at this site.

The State Line corridor serves as a transition area between Kansas and Missouri, and between varying land use intensities. The proposed land use along this important corridor assists in reinforcing Waldo's western boundary and creating compatible land use patterns that link Kansas City with its Kansas neighbors to the west (Prairie Village and Leawood). 'Retail/Office' land use is recommended in limited areas along the corridor, generally between 76th and 85th



The historic commercial shopping area near the intersection of 75th and Wornall Avenue continues to be central to the areas commercial health.

Streets. The area currently contains a good mix of office and neighborhood retail land uses that reflect the land uses on the west side of State Line in neighboring Prairie Village and Leawood. The retail uses in the areas covered under this classification should be limited to small scale neighborhood retail of a nature that would complement other land uses along the corridor. This area has access from State Line Road and Ward Parkway, which offer high traffic carrying capacity for retail customers. The 'Office' land use classification is proposed between 79th & 81st and between 83rd & 85th to reflect existing office land use containing large regional office structures.

Wornall is identified in A City Plan for Urban Design and FOCUS as a major 'commercial corridor' connecting the southern portion of the City with other development 'hubs' (i.e. Brookside). The Waldo Plan, in conjunction with these documents, realizes the need to preserve the cohesive nature of this arterial by integrating commercial parking in the site design process and creating land uses that encompass a whole block instead of just half a block where appropriate. Both plans identify

the Wornall 75th Street intersection as a major neighborhood 'hub' of commercial activity by suggesting that it should continue to be the center for growth and redevelopment in the area.

'Retail/Office' is recommended to extend almost the entire length of Wornall from Gregory to 85th Street, except on the east side between 77th and 82nd. The intended commercial land use on the west side of Wornall is recommended to generally follow the same pattern of existing development. The commercial development is proposed to only go one-half block depth back from the west side of Wornall, Gregory to 74th and a full block depth from Wornall to Washington, 74th to 85th Street (excluding the Gillis Home on 81st Street). Currently, there are still a few lots on the east side of Washington around 77th, 79th, and 80th Streets that are being used for residential purposes but which are proposed to be utilized for 'Retail/Office' purposes in the future. The intent of changing the land use to from residential to commercial on these isolated lots is to ensure consistency in the pattern of commercial development along Wornall where little consistency currently exists. Proposing this land use here also ensures a uniform boundary for the neighborhood to the west ('Here's Waldo') which will be easier to maintain. Design guidelines will be used to protect the adjacent residential area and control retail traffic access into the area.

The 'Retail/Office' land use on the east side of Wornall is intended to extend from Wornall to Wyandotte, 76th Street to Gregory. This proposed land use includes some low and medium density residential land use south of Sutherland's Lumber that is inappropriately located between two commercial blocks and is zoned for light industrial and commercial. Since this is the largest bulk of commercial land use in Waldo in one location, it is important to provide a significant transition district into the lower density land uses to the east and south; the commercial area will transition into 'Low-to-Medium Density Residential' directly to the east of Wyandotte.

Reinforcing this commercial area is appropriate for several reasons. First, encouraging 'Retail/ Office' land uses in this area as it redevelops will produce a more consistent commercial corridor down Wornall and build a foundation for more compatible land use relationships in the area. Second, to create economic vitality and reinforce Waldo's commercial identity along its most significant arterial, it is important to create a consistent arrangement of commercial land uses along Wornall, rather than incoherent mixes of various land uses which is what exists in this area currently. Third, this commercial district is important to the Waldo because provides jobs and services for area residents. Fourth, the traffic carrying capacity in this area is ideal for commercial development due to proximity to: Wornall Road, Gregory Boulevard, bus lines, proposed light rail transit, and dense existing/proposed commercial development. Fifth, the area has strong natural boundaries which area result of the development and infrastructure patterns that have evolved over time as part of the urban landscape. Also, the residential land uses that are currently found in this area are in a situation where commercial activities place

an undue burden on the resident's quality-oflife and the marketability of homes in the area could be difficult. Finally, **FOCUS** calls for this area of land along Wornall to be 'Mixed Use' Corridor (Citywide Physical Framework Plan).

Two other smaller areas of 'Retail/Office' land use are proposed following major arterials. One is along Gregory between Wornall and Oak. This area is currently a mix of office and neighborhood retail and is not intended to be expanded beyond its current land use boundaries. Furthermore, it is not intended that this development should encroach any further south than the frontage lots along Gregory, in order to avoid expanding commercial uses into the residential areas. This area should be preserved as it exists because it reinforces the northern boundary of Waldo and the intersection serves as an entry point into the community. The other area is along the 75th Street corridor at the intersections of State Line, Wornall, and Troost. This commercial use is recommended here in order to strengthen these hubs by providing some auxiliary commercial land at the activity node.

However, these hubs should remain compact and not be allowed to expand beyond what is currently proposed in the plan.

While the area between Wornall and the railroad tracks from 77th to 81st Street is zoned light industrial and is recommended for light industrial use, four other areas are currently zoned for industrial use, but the plan recommends commercial use. The four areas zoned for industrial use but recommended for commercial use include the following: 1) the area near Central and Wyandotte Streets around 72nd and 73rd Streets, which is zoned District M-1, 2) the area north of 72nd Street and east of Wornall, which is zoned Districts M-1 and M-2a, 3) the area around 74th and Wornall, which is zoned District M-1, and 4) the area along Wornall between 75th and 77th Street, which is zoned District M-1. Because the recommended use for these four areas is commercial, there is a potential to rezone these areas to commercial zoning districts.

These areas are not appropriate for industrial due to their proximity to residential areas and the high visibility they have from being located on or very close to Wornall. From a planning perspective, industrial uses are inappropriate next to residential land uses due to potential noise pollution and truck traffic, and the possible exposure to harmful chemicals for the residents living in the area. The area near Central and Wyandotte Streets around 72nd and 73rd Streets, as mentioned above, is zoned for industrial use and does have some light industrial uses. However, commercial use is recommended, since it is a part of an established commercial corridor along Wornall and is adjacent to residential uses. The second area north of 72nd Street and east of Wornall is zoned for industrial use, yet it has only one industrial use. The area is at a major intersection at Gregory and Wornall and is a part of the commercial area along both Gregory and Wornall. There is also good automobile access to the area from any direction.

Similarly, the third area around 74th and Wornall is zoned for industrial use, yet it has only one industrial use. The majority of uses are commercial, although a few single family homes are scattered throughout. FOCUS calls for this general area to be mixed use as part of the Wornall mixed use corridor and the 'Neighborhood Mixed Use Center' suggested at 75th and Wornall. Based on this, commercial use is recommended for the area because it is a part of the 75th and Wornall commercial and residential hub of activity, and also because it has good automobile access and good existing and future public transit access. It is also adjacent to a low density residential area; industrial uses are inappropriate next to low density residential land uses because truck traffic, potential noise pollution, and the possible exposure to harmful chemicals are all detrimental to residential areas.

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Troost Avenue handles the majority of commercial truck traffic in the Waldo Area.

The fourth area along Wornall between 75th and 77th Street is zoned for industrial use, yet there are no existing industrial uses. The current uses are commercial and institutional, as there is a public junior high school located off of Wornall. The recommended land use is commercial for the area north of the school and public for the area of the school. However, if the junior high is closed in the future, commercial use may be appropriate for a portion of the property. More discussion and strict guidelines are necessary and will be discussed in another section. Commercial use, rather than industrial use, is recommended for the area north of the school because it is a part of the 75th and Wornall commercial and residential hub of activity, it has good automobile access, good existing public transit access, and it is adjacent to low density residential uses. Furthermore, FOCUS Physical Framework Plan encourages the strengthening of the Wornall as a 'Mixed Use Community Center' through land uses that offer low-to-medium density residential housing, community shopping, financial institutions, basic services, medical and professional offices, at strategic 'nodes' of development.

In order to implement and reinforce the relationship between zoning and land use, the following initiatives should be implemented for Commercially Zoned Districts:

- Any residential to commercial rezoning should be allowed only within commercial land use boundaries as designated on the *Proposed Land Use* map;
- Small isolated commercially zoned areas, like the one at the corner of 81st Street and Ward Parkway Plaza, should encouraged to downzone to residential.
- Encourage the strengthening of the Wornall as a Mixed Use Community Center through zoning for land uses that offer more dense residential housing, community shopping, financial institutions, basic services, medical and professional offices, as recommended in FOCUS: Physical Framework Plan.

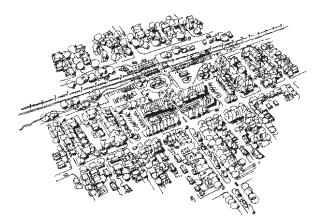
• City Staff should review any planned district amendment along State Line Road to ensure that the proposed development complies with the Proposed Land Use Map and all other Waldo Plan recommendations.

Mixed Use Development

Whereas the land use classification of 'Retail/ Office' encompasses different types of land use on a parcel by parcel basis, 'Mixed Use Development' classification deals with different types of land use as one planned development project. The areas that are designated as different types of mixed use projects are unique in their location, configuration of physical features, and proximity to complimentary land uses. The types of 'Mixed Use Developments' that are designated in Waldo include: 1)Residential/ Commercial and 2) Commercial/Light Industrial.

Mixed Use Development - Residential/Commercial

One area that will change from single family residential is at the northeast corner of the 85th and Wornall intersection. This portion of Waldo, from Wornall to Main and 83rd to 85th Streets, is recommended to change from 'Low Density Residential' to 'Mixed Use Development - Residential/Commercial. This recommended type of land use is a mixed development that incorporates a 'neighborhood' type of unified development through the integration of neighborhood retail and services, medium density, and lower density residential development to achieve a 'neo-traditional development'. This area will work well as a transitional land use area by combining land uses that border the area to the east, north, and west: 'Retail/Office', 'Medium Density Residential', 'Low Density Residential', 'Public/Semi-Public', and 'Parks'. The area also lends itself well to this type of development due to the curvilinear street patterns that separates this four square block area from the rest of Waldo by limiting through-traffic (see Map x).



Concept For A Mixed-Use Center





Mixed Use Development - Commercial/Light Industrial

The only area recommended for any type of industrial land uses is the area between Wornall and the railroad tracks from 77th to 81st Street. Specifically, the plan recommends 'Mixed Use Development - Commercial/Light Industrial' for this area. The land use is currently retail, light industrial, and low density residential in this area. The area is currently zoned District M-1, which permits both light industrial uses and commercial uses, so the area would not need to be rezoned. The area is proposed for mixed use commercial/ light industrial use for the following reasons: 1) it is located along the ATA's light rail rightof-way; 2) it is buffered by Wornall on the west and railroad tracks and Brookside Road on the east, so it is not adjacent to a large residential area; 3) there is good truck access on Wornall Road; 4) there is a large concentration of light industrial uses already in the area; and 5) there is a significant portion of commercial businesses as well.

Institutional Land Use

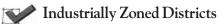
'Public/Semi-Public' land use includes schools (public and private), churches, hospitals, nursing homes, etc. For the most part, the plan recommends that the 'Public/Semi-Public' or institutional land use in Waldo will remain where it is currently located, as shown on the *Existing Land Use Map*.

When public land owned by the City or any other public organization is under consideration for sale or change in its original land use, it is strongly recommended that City staff work in conjunction with the appropriate public entity, the business community representatives, community leaders, developers, and the neighborhood to analyze current development conditions and explore alternative reuses for the facility. It is recommended that these public land uses should be proactively analyzed by the city and quasipublic agencies as they become vacant. This would help to avoid any possible conversions of these facilities to intense commercial uses where it would be considered inappropriate, since many of them are in or adjacent to residential areas. This policy is especially useful as schools close and potential reuse of this public land is rather limited. Such an initiative will help Waldo preserve important facilities and possibly avoid unwanted reuses of large land parcels.

Industrial Land Use

Industrial land use in Waldo is recommended to be confined to light industrial uses only. This type of land use includes warehousing, storage, assembly, and other less intensive indoor activities, which are permitted in Zoning Districts C-3 or M-1. No heavy industrial land use is recommended for any area of Waldo due to the unavailability of any significant land tracts that are an appropriate distance from any residential land uses. There is only one area in Waldo where light industrial land use is proposed. This area is located between Wornall and the railroad tracks from 77th to 81st Street and the plan recommends 'Mixed Use Development - Commercial/ Light Industrial' for this area, as described in the 'Mixed Use Developments' part of this chapter.

In order to implement and reinforce the relationship between zoning and land use, the following initiatives should be implemented for



Industrial zoning should be limited to the area along Wornall Road designated on the *Proposed Land Use Map* for industrial land use.

Heavy industrial zoning is inappropriate in a predominantly residential area such as Waldo and should be discouraged by not allowing any rezonings to heavy industrial uses.

Areas east of Wornall that are zoned light industrial but do not comply with the Proposed Land Use Map, should be considered for downzoning.

Recreational Land Use

Recreational land use in Waldo is classified as 'Parks' and includes both public and private parks. Parkland can be found in almost any zoning district. It is most often allowed in residential districts because it is a very valuable amenity in a neighborhood due to ease of use and the accessibility for children. It should be noted that the recreational land use designated



Waldo's parks provide residents with a variety of recreational opportunities

on the **Proposed Land Use Map** is for developed parkland, not open space or vacant land (see the **Existing Land Use Map**) that has no recreational facilities on it.

The land uses designated as 'Parks' in Waldo is recommended to stay the same as the existing park land use. The justification for this recommendation is two-fold. First, there are no large vacant parcels of land or small adjacent parcels that have the potential to be cleared and developed as a park. Second, there is not a pressing need in Waldo for more parks or recreational facilities. The ATA trail will provide most, if not all, of the required trail mileage; the need for additional athletic fields and biking trails, when examined in light of the demographic changes discussed in the population and housing chapter, is not currently an immediate concern and is not projected to alter drastically in the future.

The next section provides urban design guidelines There are sections relating to:

- * Primary Urban Design Guidelines for:
 - ✓ Screening;
 - ✓ Landscaping:
 - ✓ Parking Area Controls;
 - ✓ Building Placement, Bulk & Massing Controls;
 - ✓ Vehicular Access:
 - ✓ Pedestrian Linkages;
 - ✓ Infill Housing;
 - ✓ Historic & Architecturally Significant Buildings.
- ✗ Supplemental Guidelines For Pedestrian & Auto-Oriented Zones

Chapter 4: Urban Design Guidelines

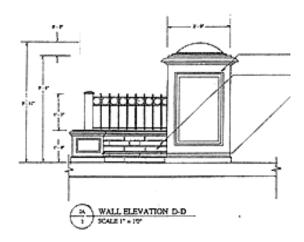
Urban Design Guidelines

The following guidelines apply to all of Waldo. These guidelines are meant to guide development in Waldo until the Zoning Ordinance can be revised. Any components to the Zoning Ordinance (i.e. a landscaping ordinance) would override any of these guidelines. However, supplemental guidelines that are geographically-specific for pedestrian and auto-oriented zones are included in the last section of the Appendix and are meant to complement any future Zoning Ordinance changes, rather than having one replace the other. Finally, since a Special Review District (SRD) is recommended for Wornall Road, many of the guidelines that follow would be enforced through ordinance for the geographic area that would be included in the SRD, if adopted.



Intent/Purpose:

To protect the health, safety, and welfare of residents, to minimize any external negative impacts on the residential areas, and to maximize the privacy and quality of residential areas.



Guidelines:

- Residential uses should be buffered from commercial and industrial uses by screening. The screening should be located on the commercial or industrial property and maintained by the owner, and should consist of a solid wall or fence constructed with such durable materials as masonry or heavy wood. Plywood, chain-link, woven wire, barbed wire, and transparent materials are not acceptable.
- ✓ The solid wall or fence should be at least six (6) feet in height.
- Commercial and industrial uses should provide and maintain a landscaped buffer of deciduous and evergreen trees and shrubs along the wall or fence within the property on any boundary adjacent to a residential use, in order to visually screen the non-residential uses so they may not negatively impact the residential uses.

- Any lights or outdoor speakers used for commercial and industrial buildings, parking areas, and storage areas should be arranged in order to reflect the light and transmit the noise away from adjacent residential areas. Glare should be kept to a minimum through the use of cut-off fixtures or other devices, and noise should be minimized through the use of lownoise level lights.
- ✓ Trash receptacles should be enclosed by a solid wall, preferably of masonry construction, that is sufficient in height to hide the receptacles from view.

Landscaping

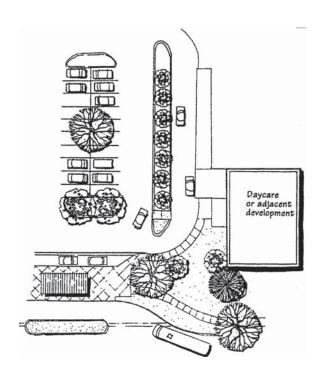
Intent/Purpose:

To improve the appearance of the area surrounding buildings; to provide attractive, land-scaped views from and along major roadways; to provide a visually pleasing transition from adjacent roadways to the development; to promote a positive image of the area for residents and visitors; to provide a visual screen of accessory uses so they do not dominate the de-

velopment; and to provide a setting in a development that can help purify the air by absorbing exhaust gases and giving off pure oxygen, help muffle noise, and provide shade and comfort for customers and employees.

- ✓ Detailed landscaping plans for buildings, parking areas, and storage areas should be required as part of any rezoning or new development proposal. Landscaping plans should include landscaping around buildings, landscaping and screening of parking lots, landscaping within parking lots, and landscaping and screening around storage uses.
- ✓ The grounds around buildings should be landscaped with shade trees, evergreen trees or shrubs, or flower planting areas.
- All new development should attempt to achieve harmony with the natural environment by preserving existing, healthy, attractive plant materials of significant size.

- Surface parking areas should be landscaped both on the interior and perimeter of the parking area within the property lines. Deciduous trees or evergreen trees and shrubs should be planted at regular intervals in the interior and on the perimeter of the parking area in order to landscape at least 10% of the total square footage of the parking area. There should be at least one tree for every 10 parking spaces in the interior of the parking area in order to break up the rows of spaces.
- ✓ If a surface parking area is located along street frontage, an additional decorative wall, a berm, or a solid landscaped screen of evergreen trees and shrubs or raised planters at least four (4) feet in height should be constructed or planted along the street frontage.
- ✓ Parking structures should be screened with evergreen trees that have a mature height of twenty (20) feet or greater in order to screen them from view.



"Parking areas should be located at the rear of the property or to the side of a building."

- ✓ Storage areas should be entirely enclosed within a solid wall or fence at least six (6) feet in height and should be landscaped with evergreen trees or shrubs. The wall or fence should be constructed with masonry or heavy wood, as plywood and transparent materials are not acceptable.
- ✓ New development should provide street trees of a size, spacing, and type to be approved by the City Forester. In general, one street tree is required for every forty (40) feet of lineal frontage.

Parking Area Controls

Intent/Purpose:

To respect the surrounding buildings and areas; to hide the parking areas from major view corridors; and to minimize the impact of parking areas on traffic and circulation.

- Parking structures should respect the height of the buildings in adjacent commercial and residential neighborhoods and should make appropriate transitions in scale.
- ✓ Lighting should be provided for all parking areas. The use of floodlights or colored lights is discouraged.
- Lighting in parking areas should be directed away from adjacent residential areas.
- ✓ The exterior finish to the parking structures should enhance the facade design and screen the parking area. Architectural treatments include the use of masonry materials that cover the structural portions of the facility that form the building edge.
- Parking areas should be located at the rear of the property or to the side of a building.

Setbacks

Intent/Purpose:

To provide for a consistent and unifying development pattern along commercial corridors and major roadways and to ensure a sufficient buffer between incompatible uses.

Guidelines:

- ✓ Any commercial or industrial use should have a setback of at least ten (10) feet from any public right-of-way.
- ✓ Any commercial or industrial use should have a setback of at least twenty (20) feet from the public right-of-way that separates the non-residential use from the residential use.
- Any commercial or industrial use, when adjacent to a residential use, should have a setback of at least fifteen (15) feet. This setback should include screening and landscaping as discussed under **Screening Residential Uses**.

Building Placement, Bulk and Massing Controls

Intent/Purpose:

To encourage buildings that are compatible within a development and that provide transitions to surrounding properties and u s e s; and to provide a sense of human scale.

- ✓ Buildings within a development should have a coherent architectural theme when possible in terms of mass, height, roof lines, and materials.
- ✓ Non-urban construction materials, such as imitation masonry, metal panels, concrete panels, or plywood, should be discouraged on commercial buildings.



- ✓ When a project zoned for office or retail use is located adjacent to the residential zoning districts of R-1 and R-2, office or retail construction should respect the existing building scale and character of the residential neighborhood. Generally, office or retail development adjacent to residential zoning districts should not exceed forty-five (45) feet in height.
- ✓ Service entries should be located at the rear of a building.

Signage

Intent/Purpose:

To provide a clear, understandable, attractive, uncluttered, and coordinated method of identifying locations that is complementary to and respects adjacent uses.

Guidelines:

✓ Signage should be simple, clear & legible.

- ✓ There should be a consistency in the design, materials, size, and colors of all signage within a development.
- Signage should be constructed with durable, long-lasting materials such as concrete, masonry, stone, or heavy metal. Materials such as plywood or painted masonry are discouraged.
- ✓ Monument signs are encouraged. Off-site advertising signs are not permitted anywhere in Waldo.
- ✓ Landscaping of monument signs is encouraged. Landscape materials include trees, shrubs, groundcovers, and flowering plants, and should complement the existing or proposed landscaping of the development.
- ✓ If signage requires lighting, the signage should be internally lit.
- ✓ Signage, including the sign face, base, landscaping, and lighting, should be maintained in proper condition at all times.

Vehicular Access

Intent/Purpose:

To provide opportunities for the public to drive to a commercial or industrial development while minimizing the visual impact, noise impact, and safety problems associated with commercial traffic in adjacent residential neighborhoods.

Guidelines:

- ✓ Access to commercial and industrial uses should be from arterial streets only. There should be no vehicular access to commercial areas from residential streets, specifically Washington and Wyandotte Streets.
- ✓ Curb cuts for commercial and industrial uses should be limited to arterial streets only and should be minimized wherever possible.
- Entries to parking areas should be located along major arterials instead of residential streets.

Curb cuts for parking areas should be kept to a minimum. Curb cuts for parking areas should not be within seventy-five (75) feet of a street intersection, nor within 50 feet of another curb cut.

Pedestrian Linkages

Intent/Purpose:

To minimize conflicts between vehicular and pedestrian circulation in and around developments and to provide pedestrians an easy opportunity to patronize adjacent commercial developments.

Guidelines:

A continuous pedestrian path should be provided between buildings within a development, so pedestrians can travel on a visually and spatially separated walkway through parking areas from one building to another. Walkways can be visually and spatially separated through the use of additional site elements, such as bollards and special pavement treatments.



URBAN DESIGN GUIDELINES

"The urban design objective in a Pedestrian-Oriented Area is to create high quality, pedestrian scale, and walkable areas with a traditional neighborhood retail atmosphere."

- When commercial uses abut residential areas, there should be a pedestrian connection from the residential area to the commercial area at least once a block.
- There should be direct access into a building from a public sidewalk.
- ✓ Sidewalks should be constructed on the streets fronting a commercial development for all new developments in order to provide adequate pedestrian circulation.

Infill Housing

Intent/Purpose:

To provide housing that is consistent in architecture, design, const-ruction, and placement with existing adjacent housing.

- New single-family and two-family residential dwellings should not exceed 2 1/2 stories in height. New multifamily dwellings should not exceed 3 stories in height except when adjacent to a commercial zoning district.
- ✓ New residential dwellings should be oriented with the front building facade toward the street.
- ✓ Garage entrances should be set back at least four (4) feet from the front facade, so the garages are not prominent elements of the primary facade.
- ✓ New residential dwellings should relate to the placement of existing buildings by observing front-, back-, and side-yard setbacks.

Historic and Architecturally Significant Buildings

Intent/Purpose:

To maintain the history and architecture that constitutes the character of the area.

Guidelines:

Historic and architecturally significant buildings should be preserved with any new development.

Remodeling and rehabilitation of historic and architecturally significant buildings should be done in a sensitive and historically correct manner.

Supplemental Guidelines For Pedestrian & Auto-Oriented Zones

The following guidelines are supplemental to the preceding sections and are in no way meant to replace or alter previous recommendations.

Pedestrian Oriented Area

Multi-modal transportation that puts an emphasis on pedestrian connections is the main goal in this development area. The urban design objective in a Pedestrian-Oriented Area is to create high quality, pedestrian scale, and walkable areas with a traditional neighborhood retail atmosphere. Site and building design should address pedestrian needs and develop creative approaches to improving pedestrian interest, access and enjoyment.

Intent/Purpose:

To create an area in Waldo where walking is safe and inviting and pedestrian-oriented businesses can locate, knowing that guidelines are in place to encourage pedestrian amenities through the following guidelines, reflecting broad aspirations:

Directness: Make the actual pedestrian distance from trip origin to destination (i.e., home to transit stop, school, park, commercial center, or activity area) as direct as possible.

THE WALDO PLAN



Developing a safe pedestrian environment is important in the Waldo Area.

- ➤ Continuity: Create a complete identifiable sidewalk/walkway system in Waldo's Pedestrian Area.
- * Street Crossings: Create and improve critical street crossing elements (signalized, unsignalized & mid-block) to provide pedestrian safety. These elements include number of lanes to cross, pedestrian signal phasing, signal indications, presence of crosswalks, lighting, median type and width, location and availability of corner ramps, and visibility.
- **Visual Interest and Amenities:** Provide elements that define an aesthetically pleasing and functional pedestrian environment to promote pedestrian usage, such as outdoor seating and multi-seasonal plantings.
- **Security:** Encourage elements that define a sense of security, both through visual line of sight with others and separation from vehicles.

Guidelines:

a) Landscaping

- ✓ On Great Streets and in pedestrian areas, street trees of a minimum size of 21/2" caliper should be planted where street and sidewalk conditions allow adequately sized planter boxes or pits. Limbs should be kept trimmed above head height.
- ✓ Encourage the specification of trees that have high branching patterns and tolerate urban conditions.
- ✓ Encourage design of planting areas to allow for adequate drainage, air exchange and irrigation.

b) Parking Area Controls

✓ Parking lots are prohibited at the intersection of major streets.

- ✓ Surface parking lots should be screened with a wall or landscape treatment of at least 3 feet directly adjacent to the pedestrian sidewalk.
- On-street, parallel parking should be preserved wherever possible.

c) Building Placement, Bulk and Massing Controls

- ✓ Pedestrian open spaces such as covered walkways, courtyards and plazas are encouraged, as well as the development of open and attractive passageways between buildings and blocks. Outdoor seating and dining areas that face onto the street are encouraged.
- The rear of existing buildings shall be enhanced, where appropriate, to improve public access from parking lots and service alleys.

- ✓ Encourage windows and doors on the street wall to increase pedestrian safety and interest; when blank walls are unavoidable apply texture, patterns, landscaping or other scale giving features including trellises, display cases and murals.
- ✓ Encourage building forms that provide shelter for pedestrians from harsh summer sun and winter winds and allow access to warming winter sun. Useful devices include awnings, canopies and porticos.
- ✓ Require the design of mechanical exhausting systems that do not detract from the quality of the pedestrian environment by placing them at least 10' above sidewalk level and directing louvers upward.
- ✓ Reinforce the "street wall" of the area with buildings built to the property line and with little or no space between them.

THE WALDO PLAN



Waldo Antiques on 75th Street is an example of a "pedestrian friendly" business

URBAN DESIGN GUIDELINES

"Pedestrian oriented uses, such as retail storefronts, are encouraged along all pedestrian oriented streets. Frequent pedestrian entrances to buildings are desirable."

- ✓ The primary entrance to a building should front directly onto the pedestrian sidewalk with a zero setback or onto a public plaza adjacent to the sidewalk.
- ✓ All pedestrian street crossings should remain at the pedestrian street/sidewalk level.
- ✓ Pedestrian oriented uses, such as retail storefronts, are encouraged along all pedestrian oriented streets. Frequent pedestrian entrances to buildings are desirable.
- ✓ New buildings should be designed to relate to the height, scale, massing, and architectural character of existing development in the area.

d) Signage

- ✓ The size and placement of all on-site advertisement signage should be appropriate to pedestrian traffic.
- ✓ If any detached signage is allowed in a certain zoning district, monument signage is encouraged. Pylon signs are prohibited.

- Neon or blinking signs are discouraged.
- ✓ Monument signs should be landscaped.

e) Pedestrian Linkages

- ✓ On all designated pedestrian streets, enhanced lighting systems should be provided to enhance both pedestrian safety and architectural beauty.
- At multi-modal transfer points, such as park and ride facilities, provide pedestrian walkways and amenities to link modal connections preferably at a pedestrian level to connect the transfer point with its surrounding neighborhoods.
- ✓ In residential areas along transit corridors, sidewalks are required on both sides of the street which connect neighborhoods to transit stops Assure landscape transitions, "gateway indicators", and signage at entrances into pedestrian areas.

✓ Perimeter fencing, security fencing, or gateways shall be constructed of attractive materials which are compatible with the design and materials used throughout the area.

Auto-Oriented Areas

Increasing the efficiency of the current transportation system is the main goal in this development area. This can be accomplished through improved transportation management without widening streets which have no room to expand. The primary mechanisms on which this scenario functions is improved intersection design, access management, signal coordination, and possible high-occupancy vehicle (HOV) lanes; in order to make the traffic flow more efficient, rather than speed it up. Corridor preservation techniques can also be utilized to enhance the transportation function of the corridor.

Intent/Purpose:

To create an area in Waldo where driving is safe and inviting, and auto-oriented businesses can locate, knowing that guidelines are in place to encourage automobile amenities while creating and maintaining a unique identity that reflects positively on nearby areas of Waldo, through the following aspirations:

- From origin to destination (i.e., home to transit stop, school, park, commercial center, or activity area) as direct as possible.
- **x** Connectedness: Connections of new streets and access from private developments to the arterial street system must demonstrate a systematic access control plan for the street that they connect.
- ➤ Integration/Equality: Improvements to achieve acceptable levels of vehicular service must not impact negatively the level of service of the other modes of traffic.
- Security: Encourage elements that define a sense of security, both through visual line of sight with other vehicles and ease of integration with merging traffic.



URBAN DESIGN GUIDELINES



The Waldo Plan suggests the use of unique/nontraditional shapes for signage -like the sign at the "Nutty Girl" Restaurant on 39th Street,

- a) Regional Auto-oriented Area (Ward Parkway)
- ✓ Parkways and boulevards should maintain ample open space and setback requirements per Parks Department standards.
- ✓ The landscape concept for a development adjacent to a boulevard should be compatible with and enhance the boulevard's landscape concept.
- ✓ Whenever possible, a development's primary entrance should face onto or be visible from an adjacent arterial or boulevard.
- ✓ Surface parking should be screened from view along a boulevard or arterial, preferably behind buildings and secondarily by landscape buffers. Provide landscape enhancements at all major parking areas and screen lighting from non-commercial or residential areas.
- Only one curb cut will be allowed per development per adjacent arterial or parkway.

- b) Neighborhood Auto-oriented Area (Wornall Road)
- ✓ Eliminate existing curb cuts to improve vehicular safety, whenever possible. Allow no new curb cuts between 77th and 75th Street along Wornall Road if there is an existing curb cut within 25 feet. Off-street parking in front of stores should be prohibited from locating on the sidewalk.
- ✓ Allow for rehabilitation of existing pylon signs with use of materials such as neon, chrome, glass, and other unique materials that add to the vibrant identity of Waldo's 'Auto-Zone'. Encourage other signage to use similar Materials.
- Unique/non-traditional shapes will be encouraged whenever possible. Simplistic square or rectangular signage is discouraged, unless it incorporates unique materials listed previously (neon, glass, chrome, etc.)

- ✓ Signage with 'Artwork' will be encouraged in this area in order to add to Waldo's unique sense of place. 'Artwork' will be defined as any pictorial or image presentation or design which may or may not be three dimensional and which accounts for over 50% of the area of the sign.
- Projecting signage will be encouraged, particularly three-dimensional signage. No projecting attached sign shall project more than ten (10) from the face of the building to which it is attached.
- Detached signage must be placed so that signage is staggered (vertically or horizontally) on each block, adding to the readability of each sign, while not exceeding sign height limitations.

Appendix A.

Appendix A. is a summary of the 1993 Waldo Traffic and Parking Study There are sections relating to:

- ✓ Data Collection and Analysis;
- ✓ Manual Counts:
- ✓ Parking Checks;
- ✓ Conclusions and Recommendations

1993 Waldo Traffic and Parking Study

In the month of March a neighborhood meeting was held to discuss parking and traffic concerns impacting the Ward Parkway Holmes Association Area. The purpose of the meeting was to provide a public forum to identify issues relating to traffic and parking throughout the area.

The Ward Parkway Holmes Association's Five-Year Plan includes a goal for 1993 to begin a traffic and parking study for the Waldo area. Residents are concerned because it is believed that patrons of businesses and commercial establishments park on local streets creating congestion, decreasing parking supply for the residents, and resulting in blocking of driveways. Furthermore, concerns were expressed regarding through traffic using residential streets to avoid the congestion at the intersections of Wornall Road with 75th Street and Gregory Boulevard.

In keeping with the request made by the homes association, a traffic and parking study was conducted for the area bounded by Gregory Boulevard on the north, 75th Street on the south, Wyandotte street on the east and Jefferson Street on the west. The purpose of this report is to present and discuss the results and findings of the study.

In order to meet the objectives of the study, traffic counts were obtained and analyzed, field investigations made and parking checks conducted The data collection and analysis efforts are described in the following paragraphs.

Data Collection And Analysis

In order to determine the magnitude of traffic volumes using arterial and local streets within the study area, 24-hour machine counts were made. These counts were obtained on a typical week day during the month of April on Wornall Road, Washington Street, Pennsylvania Avenue, Jefferson Street, Gregory Boulevard, 72nd Street, 73rd Street, 74th Street and 75th Street.

Five hour (7 a.m. to 9 a.m. and 3 p.m. to 6 p.m.) manual counts were obtained on typical weekdays in the month of April at the intersections of local streets with arterial facilities to determine if excessive turning movements occurred at these locations. Excessive turning movements would indicate that through traffic is indeed using residential streets in the neighborhood. Manual counts were made at the intersections of Gregory Boulevard and 75th Street with Jefferson Street, Pennsylvania Avenue and Washington Street, and at intersections of Wornall Road with 72nd Street, 73rd Street and 74th Street.

In order to determine the on and off street parking supply, field investigations were made. The number of parking spaces available in parking lots and on the streets were noted. The parking demand was studied by making occupancy checks on a Friday during the month of April from 8 a m. to 10 p.m. at two hour intervals. Informal observations, were also made on a typical weekday and a prior Friday. The following paragraphs describe the results of these studies.

Machine Counts

The results of machine counts made on streets in the Waldo area are shown in Figure 1. The figure shows 24-hour volumes, peak hour volumes and the time of occurrence of the peak volumes. The data shows that the largest volumes, as expected are carried by Wornall Road, Gregory Boulevard and 75th Street. Traffic volumes on Wornall Road. 75th Street and Gregory Boulevard total about 21,000~ 17,000 and 10,000 vehicles per day respectively. All three streets are classified as secondary arterials. Traffic volumes of 21,000 vehicles per day on Wornall Road and 17,000 vehicles per day on 75th Street are large for secondary arterials but typical of many of the major arteries in the Kansas City area. Peak hour on these facilities occur between 5 p.m. to 6 p.m. and the peak hour volumes range from a low of 1,000 vehicles on Gregory Boulevard to a high of 1,800 vehicles on Wornall Road.

Traffic volumes on Washington Street, Pennsylvania Avenue and Jefferson Street total less than 1,000 vehicles per day The 24-hour volumes range between a low of about 400 vehicles on Jefferson Street to a high of about 800 vehicles on Washington Street. The peak hour volumes occur between 5 p.m. to 6 p.m. (approximately) and the traffic volumes range from a low of about 50 vehicles on Jefferson Street to a high of 100 vehicles on Pennsylvania Avenue.

The volume of traffic on east-west streets, namely 72nd Street 73rd Street, and 74th Street are similar to those described for north/south facilities in the above paragraph. The only exception being the one block section of 73rd Street, west of Wornall Road. At this location 73rd Street carries slightly higher volumes totaling 1,580 vehicles.

The above described traffic volumes are generally greater than the volumes normally carried by low to medium density residential streets but less than the traffic volumes typically found on collector streets. Low to medium density residential streets typically carry volumes less than 500 vehicles per day. Collector streets carry volumes that normally range between 1,500 to 5,000 vehicles per day. Thus, it can be concluded that Washington Street, Pennsylvania Avenue, Jefferson Street, 72nd Street, 73rd Street and 74th Street carry some through traffic, but the number of through street motorists using residential streets

to by-pass congested arterials are small. Again, there is a church and school located in the area. These uses also contribute to the higher level of traffic volumes on some streets.

Manual Counts

Five hour (7 a.m. to 9 a.m.) and 3 p.m. to 6 p.m.) manual counts were used to determine the percent of motorists turning into Washington Avenue, Pennsylvania Avenue and Jefferson Streetfrom 7Sth Street and Gregory Boulevard, and into 72nd Street, 73rd Street, and 74th Street from Wornall Road during this time period. This data is also shown in Figure 1. The turning movements ranged between a low of one percent to a high of six percent. Thus, no abnormally high turning movements were noted and the manual counts support the prior findings that the number of through street motorists using local streets is small.

Parking Checks

The inventory of the parking data and the results of the parking checks are shown in Figure 2. The figure shows the parking regulations and the number of available on-street and off-street parking spaces. The analysis of parking checks made showed that the occupancy was found to be the highest at 12 p.m. and 8 p.m. The parking demand or percent occupancy during these two hours is also represented in Figure 2. The shaded figures shows parking lots and street sections where the occupancy exceeds 80 percent during the peak period and the parking demand approaches the available capacity.

A comparison of the on-street parking supply and demand shows that on an overall basis, the parking supply exceeds the parking demand. However, there are a few pockets, mainly around the 75th Street and Wornall Road area, where the demand approaches capacity during the peak period. In this area, consideration could be given to increasing the parking supply.

Conclusions And Recommendations

In the month of March a neighborhood meeting was held to discuss parking and traffic concerns impacting the Ward Parkway Holmes Association area. Residents expressed concerns regarding the

intrusion of commercial traffic into the residential areas. The Ward Parkway/Holmes Association's Five Year Plan includes a goal for 1993 to begin a traffic and parking study for the Waldo area. For the purposes of this study, the area was bounded on the north by Gregory Boulevard, on the south by 75th Street, on the east by Wyandotte Street and on the west by Jefferson Street. The following are the main conclusions and recom-mendations of the study.

The traffic volumes carried by local streets in the study area which included Washington Street, Pennsylvania Avenue, Jefferson street, Gregory Boulevard, 72nd Street, 73rd Street, 74th Street and 75th Street totaled less than 1,000 vehicles per day. These traffic volumes are generally greater than the volumes normally carried by low to medium density residential streets, but less than traffic volumes typically carried by collector facilities. Thus, it was concluded that the local street motorists using residential streets to bypass congested arterials are small.

The parking study showed that on an overall basis, the parking supply exceeds the parking demand. However, there are a few pockets mainly

around 75th Street and Wornall Road area where the demand approaches capacity during peak periods. The peak parking demands occur at 12 p.m. and 8 p.m.

The results of the traffic volume counts made for this study could be used at the next public meeting to reassess the need for the implementation of traffic control measures to discourage through street motorists from using residential streets. If there is agreement to restrict the use of streets, various traffic diverters and traffic control measures that could be implemented can be discussed. However, it must be mentioned that any restrictions placed on through motorists would also apply to residents.

At the same meeting, the results of the parking checks could be used to reassess the need for increasing the parking supply. If there is agreement on such an action, the study data could assist in identifying appropriate location(s) for the provision of additional parking.